

LEIGH





Compliments of  
N. H. Teckinpaugh.







FIFTH BIENNIAL

COMPILATION OF SPECIAL ORDINANCES

OF THE

CITY OF LOUISVILLE

---

COMPILED BY THE CITY ATTORNEY

AND SENT TO THE GENERAL COUNCIL  
FOR ITS APPROVAL

---

LOUISVILLE  
THE BRADLEY & GILBERT COMPANY  
1904





# SPECIAL ORDINANCES.

---

## AVENUES AND STREETS.

### Improvement by Original Construction of.

AN ORDINANCE FOR IMPROVING A PART OF PFLANZ AVENUE, FROM THE CENTER LINE OF THIRTY-FOURTH STREET, EXTENDED FROM THE NORTH, TO THE CENTER LINE OF THIRTY-FIFTH STREET, EXTENDED FROM THE NORTH.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Pflanz avenue, from the center line of Thirty-fourth street, extended from the north, to the center line of Thirty-fifth street, extended from the north, shall be twenty (20) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement, with corner-stones at the intersections of streets and alleys. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of the owners of ground on the northerly side of Pflanz avenue, from Thirty-fourth street to Thirty-fifth street, and extending back to a line midway between Pflanz avenue and High street, and on the southerly side of Pflanz avenue, from the center line of Thirty-fourth street extended from the north, to the center line of Thirty-fifth street, extended from the north, and extending back to a line 119 feet 6 inches distant from and parallel to Pflanz avenue.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved February 14, 1900.

AN ORDINANCE FOR IMPROVING A PART OF PFLANZ AVENUE, FROM THE CENTER LINE OF THIRTY-FIFTH STREET, EXTENDED FROM THE NORTH, TO THE EASTERLY LINE OF THIRTY-SIXTH STREET, EXTENDED FROM THE NORTH.

*Be it ordained by the General Council of the city of Louisville:*

That the carriage-way of Pflanz avenue, from the center line of Thirty-fifth street, extended from the north, to the easterly line of Thirty-sixth street, extended from the north, shall be twenty (20) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement, with corner-stones at the intersections of streets and alleys. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the northerly side of Pflanz avenue, from Thirty-fifth street to Thirty-sixth street, and extending back to a line midway between Pflanz avenue and High street; and on the southerly side of Pflanz avenue, from the center line of Thirty-fifth street, extended from the north, to the easterly line of Thirty-sixth street, extended from the north, and extending back to a line 119 feet 6 inches distant from and parallel to Pflanz avenue. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved February 14, 1900.

---

AN ORDINANCE FOR IMPROVING A PART OF TWENTY-EIGHTH STREET, FROM THE NORTH LINE OF WALNUT STREET TO THE CENTER LINE OF GRAYSON STREET.

*Be it ordained by the General Council of the city of Louisville:*

That the carriage-way of Twenty-eighth street, from the north line of Walnut street to the center line of Grayson street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block



pavement, with corner-stones at the intersections of streets and alleys. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the west side of Twenty-eighth street, between Walnut street and Grayson street, and extending back to a line 210 feet west of and parallel to Twenty-eighth street; and on the east side of Twenty-eighth street, between Walnut street and Grayson street, as provided by law.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved September 6, 1900.

---

AN ORDINANCE FOR IMPROVING A PART OF TWENTY-EIGHTH STREET, FROM THE NORTH LINE OF JEFFERSON STREET TO THE SOUTH CURB LINE EXTENDED OF MARKET STREET.

*Be it ordained by the General Council of the city of Louisville:*

That the carriage-way of Twenty-eighth street, from the north line of Jefferson street to the south curb line extended of Market street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement, with corner-stones at the intersections of streets and alleys. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of the owners of ground on the west side of Twenty-eighth street, between Jefferson street and Market street, and extending back to a line 210 feet west of and parallel to Twenty-eighth street, and on the east side of Twenty-eighth street, between Jefferson street and Market street, and extending back to a line 210 feet east of and parallel to Twenty-eighth street.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground

owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 13, 1900.

---

AN ORDINANCE FOR IMPROVING A PART OF TWENTY-EIGHTH STREET, FROM THE CENTER LINE OF GRAYSON STREET TO THE SOUTH LINE OF JEFFERSON STREET.

*Be it ordained by the General Council of the city of Louisville:*

That the carriage-way of Twenty-eighth street, from the center line of Grayson street to the south line of Jefferson street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement, with corner-stones at the intersections of streets and alleys. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of the owners of the ground on the west side of Twenty-eighth street, between Grayson street and Jefferson street, and extending back to a line 210 feet west of and parallel to Twenty-eighth street, and on the east side of Twenty-eighth street, between Grayson street and Jefferson street, and extending back to a line 210 feet east of and parallel to Twenty-eighth street.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 13, 1900.



AN ORDINANCE FOR IMPROVING A PART OF CASTLEWOOD AVENUE, FROM A LINE AT RIGHT ANGLES TO CASTLEWOOD AVENUE, PASSING THROUGH A POINT WHERE THE CENTER LINE OF SHADY LANE EXTENDED INTERSECTS THE NORTH CURB LINE OF CASTLEWOOD AVENUE TO THE CITY BOUNDARY LINE ON THE SOUTHEAST.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Castlewood avenue, from a line at right angles to Castlewood avenue, passing through a point where the center line of Shady lane extended intersects the north curb line of Castlewood avenue to the city boundary line on the southeast, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the northeasterly side of Castlewood avenue from Shady lane to the city boundary line on the southeast, and extending back to a depth of 200 feet, and on the southwesterly side of Castlewood avenue, from a line at right angles to Castlewood avenue, passing through a point where the center line of Shady lane extended intersects the north curb line of Castlewood avenue to the city boundary line on the southeast, and extending back to a depth of 200 feet.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 9, 1901.

---

AN ORDINANCE FOR IMPROVING A PART OF CASTLEWOOD AVENUE, FROM A LINE AT RIGHT ANGLES TO CASTLEWOOD AVENUE, PASSING THROUGH A POINT WHERE THE CENTER LINE OF FERNDALE AVENUE EXTENDED INTERSECTS THE NORTH CURB LINE OF CASTLEWOOD AVENUE TO A LINE AT RIGHT ANGLES TO CASTLEWOOD AVENUE, PASSING THROUGH A POINT WHERE THE CENTER LINE OF SHADY LANE EXTENDED INTERSECTS THE NORTH CURB LINE OF CASTLEWOOD AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Castlewood avenue, from a line at

right angles to Castlewood avenue, passing through a point where the center line of Ferndale avenue extended intersects the north curb line of Castlewood avenue to a line at right angles to Castlewood avenue, passing through a point where the center line of Shady lane extended intersects the north curb line of Castlewood avenue, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of the ground on the northeasterly side of Castlewood avenue, from Ferndale avenue to Shady lane and extending back to a depth of 200 feet, and on the southwesterly side of Castlewood avenue, from a line at right angles to Castlewood avenue, passing through a point where the center line of Ferndale avenue extended intersects the north curb line of Castlewood avenue, to a line at right angles to Castlewood avenue, passing through a point where the center line of Shady lane extended intersects the north curb line of Castlewood avenue, and extending back to a depth of 200 feet.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 9, 1901.

---

AN ORDINANCE FOR IMPROVING A PART OF CASTLEWOOD AVENUE, FROM A LINE AT RIGHT ANGLES TO CASTLEWOOD AVENUE, PASSING THROUGH A POINT WHERE THE CENTER LINE OF EDEN-SIDE AVENUE EXTENDED INTERSECTS THE NORTH CURB LINE OF CASTLEWOOD AVENUE TO A LINE AT RIGHT ANGLES TO CASTLEWOOD AVENUE, PASSING THROUGH A POINT WHERE THE CENTER LINE OF FERNDAL AVENUE EXTENDED INTERSECTS THE NORTH CURB LINE OF CASTLEWOOD AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Castlewood avenue, from a line at right angles to Castlewood avenue, passing through a point



where the center line of Edenside avenue extended intersects the north curb line of Castlewood avenue, to a line at right angles to Castlewood avenue, passing through a point where the center line of Ferndale avenue extended intersects the north curb line of Castlewood avenue, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of the owners of ground on the northeasterly side of Castlewood avenue from Edenside avenue to Ferndale avenue, and extending back to a depth of 200 feet, and on the southwesterly side of Castlewood avenue from a line at right angles to Castlewood avenue, passing through a point where the center line of Edenside avenue extended intersects the north curb line of Castlewood avenue to a line at right angles to Castlewood avenue, passing through a point where the center line of Ferndale avenue extended intersects the north curb line of Castlewood avenue, and extending back to a depth of 200 feet.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 9, 1901.

---

AN ORDINANCE FOR IMPROVING A PART OF VON BORRIES AVENUE, FROM A LINE AT RIGHT ANGLES TO VON BORRIES AVENUE, PASSING THROUGH A POINT WHERE THE CENTER LINE OF BEECHWOOD AVENUE EXTENDED INTERSECTS THE NORTH CURB LINE OF VON BORRIES AVENUE TO A LINE AT RIGHT ANGLES TO VON BORRIES AVENUE, PASSING THROUGH A POINT WHERE THE CENTER LINE OF ROSEWOOD AVENUE EXTENDED INTERSECTS THE NORTH CURB LINE OF VON BORRIES AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Von Borries avenue, from a line at right angles to Von Borries avenue, passing through a point

where the center line of Beechwood avenue extended intersects the north curb line of Von Borries avenue to a line at right angles to Von Borries avenue, passing through a point where the center line of Rosewood avenue extended intersects the north curb line of Von Borries avenue, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement.

Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the northeasterly side of Von Borries avenue, from Beechwood avenue to Rosewood avenue, and extending back to a depth of 200 feet; and on the southwesterly side of Von Borries avenue, from a line at right angles to Von Borries avenue, passing through a point where the center line of Beechwood avenue extended intersects the north curb line of Von Borries avenue to a line at right angles to Von Borries avenue, passing through a point where the center line of Rosewood avenue extended intersects the north curb line of Von Borries avenue, and extending back to a depth of 200 feet.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 9, 1901.

---

AN ORDINANCE FOR IMPROVING A PART OF VON BORRIES AVENUE AND CASTLEWOOD AVENUE, FROM A LINE AT RIGHT ANGLES TO VON BORRIES AVENUE, PASSING THROUGH A POINT WHERE THE CENTER LINE OF ROSEWOOD AVENUE EXTENDED INTERSECTS THE NORTH CURB LINE OF VON BORRIES AVENUE TO A LINE AT RIGHT ANGLES TO CASTLEWOOD AVENUE, PASSING THROUGH A POINT WHERE THE CENTER LINE OF EDENSIDE AVENUE EXTENDED INTERSECTS THE NORTH CURB LINE OF CASTLEWOOD AVENUE.

*Be it ordained by the General Council of the city of Louisville:*

That the carriage-way of Von Borries avenue and Castlewood avenue, from a line at right angles to Von Borries avenue,



passing through a point where the center line of Rosewood avenue extended intersects the north curb line of Von Borries avenue to a line at right angles to Castlewood avenue, passing through a point where the center line of Edenside avenue extended intersects the north curb line of Castlewood avenue, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the northeasterly side of Von Borries avenue and Castlewood avenue from Rosewood avenue to Edenside avenue, and extending back to a depth of 200 feet; and on the southwesterly side of Von Borries avenue and Castlewood avenue, from a line at right angles to Von Borries avenue, passing through a point where the center line of Rosewood avenue extended intersects the north curb line of Von Borries avenue to a line at right angles to Castlewood avenue, passing through a point where the center line of Edenside avenue extended intersects the north curb line of Castlewood avenue, and extending back to a depth of 200 feet.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 9, 1901.

---

AN ORDINANCE FOR IMPROVING A PART OF FRANKFORT AVENUE, FROM THE FORMER CITY BOUNDARY LINE 200 FEET EAST OF PARK AVENUE TO THE CENTER LINE OF CRESCENT AVENUE EXTENDED FROM THE NORTH.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Frankfort avenue, from the former city boundary line 200 feet east of Park avenue, to the center line of Crescent avenue extended from the north, shall be forty (40) feet in width, and shall be improved by grading, curbing,

and paving with the asphalt pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the northerly side of Frankfort avenue from the former city boundary line, as described in an ordinance approved September 30, 1895, to the center line of Crescent avenue and Crescent avenue extended, and extending back to a depth of 195 feet; and on the southerly side of Frankfort avenue, from a line 200 feet east of and parallel to the east line of Park avenue to the center line of Crescent avenue extended from the north, and extending back to a depth of 195 feet.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved September 18, 1901.

---

AN ORDINANCE FOR IMPROVING A PART OF FRANKFORT AVENUE, FROM THE CENTER LINE OF CRESCENT AVENUE EXTENDED FROM THE NORTH TO THE WEST LINE (EXTENDED FROM THE NORTH) OF THE LOUISVILLE WATER COMPANY'S PROPERTY, BEING A PART OF THE CITY BOUNDARY LINE NORTH OF FRANKFORT AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Frankfort avenue, from the center line of Crescent avenue extended from the north to the west line (extended from the north) of the Louisville Water Company's property, being a part of the city boundary line north of Frankfort avenue, shall be forty-four feet six inches in width, and shall be improved by grading and paving with the asphalt pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the northerly side of Frankfort avenue, from the center line of Crescent avenue and Crescent avenue extended to the west line (extended from the north) of the Louisville Water Company's



property, being a part of the city boundary line as described in an ordinance approved September 28, 1900, north of Frankfort avenue and extending back to a depth of 195 feet ; and on the southerly side of Frankfort avenue, from the center line of Crescent avenue extended to the west line (extended from the north) of the Louisville Water Company's property, being a part of the city boundary line as described in an ordinance approved September 28, 1900, north of Frankfort avenue and extending back to a depth of 195 feet.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved September 18, 1901.

---

AN ORDINANCE FOR IMPROVING A PART OF KENTUCKY STREET,  
FROM THE CENTER LINE OF SWAN STREET AND SWAN STREET  
EXTENDED, TO A LINE AT RIGHT ANGLES TO KENTUCKY STREET,  
PASSING THROUGH A POINT WHERE THE CENTER LINE OF DUPUY  
STREET EXTENDED INTERSECTS THE NORTH LINE OF KENTUCKY  
STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Kentucky street, from the center line of Swan street and Swan street extended, to a line at right angles to Kentucky street, passing through a point where the center line of Dupuy street extended intersects the north line of Kentucky street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement.

Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the north side of Kentucky street, from the center line of Swan street extended to Dupuy street, and extending back to a line midway between Kentucky street and Adair street ; and on the south side of Kentucky street, from Swan street to a line at right angles to

Kentucky street, passing through a point where the center line of Dupuy street extended intersects the north line of Kentucky street, and extending back to a line midway between Kentucky street and St. Catherine street.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

---

The foregoing ordinance having been duly passed by the Board of Councilmen on December 17, 1901, and by the Board of Aldermen on January 21, 1902, and having been thereafter presented to the Mayor and withheld by him beyond the day of the next regular meeting of the General Council, on January 28, 1902, and more than three days having intervened between the presentation to the Mayor and said meeting, and the General Council having actually met on said day, the same became obligatory, as if signed by him, according to section 2795, Kentucky Statutes, and takes effect, according to the last section of said ordinance, on and after January 28, 1902.

DAVID W. PARKHILL, C. B. A. CHAS. C. MARTIN, C. B. C.

---

AN ORDINANCE FOR IMPROVING A PART OF KENTUCKY STREET, FROM A LINE AT RIGHT ANGLES TO KENTUCKY STREET, PASSING THROUGH A POINT WHERE THE CENTER LINE OF DUPUY STREET EXTENDED INTERSECTS THE NORTH LINE OF KENTUCKY STREET, TO THE CENTER LINE OF JACOB AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Kentucky street, from a line at right angles to Kentucky street, passing through a point where the center line of Dupuy street extended intersects the north line of Kentucky street, to the center line of Jacob avenue, excepting that portion of said carriage-way of Kentucky street now occupied by the bridge over Beargrass creek, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement.



Said work shall be done in accordance with plans and specifications on file in the office of the Board of Public Works, and at the cost of the owners of the ground on the southerly side of Kentucky street, from a line at right angles to Kentucky street, passing through a point where the center line of Dupuy street extended intersects the north line of Kentucky street to the center line of Jacob avenue and the center line of Jacob avenue extended, and extending back to lines parallel to Kentucky street, and distant therefrom 157 feet 6 inches, measured at right angles to Kentucky street, and on the northerly side of Kentucky street, as provided by law.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

The foregoing ordinance having been duly passed by the Board of Councilmen on December 17, 1901, and the Board of Aldermen on January 21, 1902, and having been thereafter presented to the Mayor and withheld by him beyond the day of the next regular meeting of the General Council, on January 28, 1902, and more than three days having intervened between the presentation to the Mayor and said meeting, and the General Council having actually met on said day, the same became obligatory, as if signed by him, according to section 2795, Kentucky Statutes, and takes effect, according to the last section of said ordinance, on and after January 28, 1902.

AN ORDINANCE FOR IMPROVING A PART OF KENTUCKY STREET, FROM THE SOUTHWESTERLY LINE OF BARRET AVENUE AND CASTLEWOOD AVENUE, TO THE CENTER LINE OF JACOB AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Kentucky street, from the southwesterly line of Barret avenue and Castlewood avenue, to the

center line of Jacob avenue, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement.

Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the southeasterly side of Kentucky street, from Castlewood avenue to the center line of Jacob avenue and the center line of Jacob avenue extended, and extending back to a line 300 feet distant from and parallel to Kentucky street; and on the northwesterly side of Kentucky street, as provided by law.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

---

The foregoing ordinance having been duly passed by the Board of Councilmen on December 17, 1901, and by the Board of Aldermen on January 21, 1902, and having been thereafter presented to the Mayor and withheld by him beyond the day of the next regular meeting of the General Council, on January 28, 1902, and more than three days having intervened between the presentation to the Mayor and said meeting, and the General Council having actually met on said day, the same became obligatory, as if signed by him, according to section 2795, Kentucky Statutes, and takes effect, according to the last section of said ordinance, on and after January 28, 1902.

DAVID W. PARKHILL, C. B. A. CHAS. C. MARTIN, C. B. C.

---

AN ORDINANCE FOR IMPROVING A PART OF TWENTY-SECOND STREET, FROM THE CENTER LINE OF HOWARD STREET TO THE NORTH LINE OF GARLAND AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Twenty-second street, from the center line of Howard street to the north line of Garland ave-



nue, shall be thirty-six (36) feet in width, and shall be improved by curbing and paving with the vitrified brick or block paving, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved March 20, 1902.

---

AN ORDINANCE FOR IMPROVING A PART OF A STREET, FROM THE WEST LINE OF FOURTH STREET TO THE EAST LINE OF FIFTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-ways of A street, from the west line of Fourth street to the east line of Fifth street, shall be thirteen (13) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved April 25, 1902.

---

AN ORDINANCE FOR IMPROVING A PART OF CAVEWOOD AVENUE, FROM THE SOUTHWEST LINE OF FRANKFORT AVENUE TO THE NORTH LINE OF PAYNE STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Cavewood avenue, from the southwest line of Frankfort avenue to the north line of Payne street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement. Said work shall be done in accordance with the

plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the west side of Cavewood avenue, from the southerly line of Frankfort avenue and the strip of land 28 feet in width, immediately south of and adjacent to the Louisville & Nashville Railroad Company's right of way, commonly called New Main street, to the north line of Payne street and extending back to a line midway between Cavewood avenue and Young avenue, or street, and on the east side of Cavewood avenue, as provided by law. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved May 27, 1902.

---

AN ORDINANCE FOR IMPROVING A PART OF HALDEMAN AVENUE,  
FROM THE NORTHEASTERLY LINE OF FRANKFORT AVENUE TO THE  
SOUTHERLY LINE OF LETTERLE AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Haldeman avenue, from the northeasterly line of Frankfort avenue to the southerly line of Letterle avenue, shall be thirty (30) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the southeasterly side of Haldeman avenue, from Frankfort avenue to Letterle avenue, and extending back southeastwardly  $224\frac{3}{4}$  feet to a line parallel to Haldeman avenue, and extending from Frankfort avenue northeastwardly 642 feet to a point, thence in an easterly direction to a point northeastward from Frankfort avenue  $707\frac{1}{2}$  feet, measured on a line parallel to Haldeman avenue, and  $262\frac{1}{2}$  feet southeastward from Haldeman avenue, thence northeastwardly parallel to Haldeman avenue  $658\frac{1}{2}$  feet to a point, thence northwardly to a point in the southerly line of Letterle avenue 270 feet eastward from the point of intersection of the southeasterly line of Haldeman

avenue and the southerly line of Letterle avenue ; and on the northwesterly side of Haldeman avenue, as provided by law.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 23, 1902.

---

AN ORDINANCE FOR IMPROVING A PART OF G STREET, FROM THE NOTHEAST LINE OF SHIPP AVENUE TO THE CENTER LINE OF BROOK STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of G street, from the northeast line of Shipp avenue to the center line of Brook street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the north side of G street, from Lyons avenue to Brook street, and extending back to a line midway between G street and Barbee avenue, and on the south side of G street, from Shipp avenue to Brook street, and extending back to Shipp avenue.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved December 27, 1902.



AN ORDINANCE FOR IMPROVING A PART OF G STREET, FROM THE CENTER LINE OF BROOK STREET TO THE EAST LINE OF THE FIRST ALLEY EAST OF BROOK STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of G street, from the center line of Brook street to the east line of the first alley east of Brook street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the north side of G street, from Brook street to the first alley east of Brook street and extending back to a line midway between G street and Barbee avenue, and on the south side of G street, from Brook street to the first alley east of Brook street and extending back to a line midway between G street and Shipp avenue.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved December 27, 1902.

---

AN ORDINANCE FOR IMPROVING A PART OF G STREET, FROM THE WEST LINE OF FLOYD STREET TO THE EAST LINE OF THE LOUISVILLE AND NASHVILLE RAILWAY COMPANY'S TRANSFER TRACK RIGHT OF WAY.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of G street, from the west line of Floyd street to the east line of the Louisville and Nashville Railroad Company's transfer track right of way, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the north side of G

street, from Floyd street to the Louisville and Nashville Railroad Company's transfer track right of way, and extending back to a line midway between G street and Barbee avenue; and on the south side of G street, from Floyd street to the Louisville and Nashville Railroad Company's transfer track right of way, and extending back to a line 250 feet south of and parallel to G street.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved December 27, 1902.

---

AN ORDINANCE FOR IMPROVING A PART OF SHIPP AVENUE, FROM THE CENTER LINE OF FIRST STREET EXTENDED TO A LINE AT RIGHT ANGLES TO SHIPP AVENUE, PASSING THROUGH THE POINT OF INTERSECTION OF THE NORTHEAST LINE OF SHIPP AVENUE AND THE CENTER LINE OF G STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Shipp avenue, from the center line of First street extended to a line at right angles to Shipp avenue, passing through the point of intersection of the northeast line of Shipp avenue and the center line of G street, shall be thirty (30) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the northeast side of Shipp avenue, from First street to Brook street and extending back to a line midway between Shipp and Barbee avenues; and on the southwest side of Shipp avenue, from the center line of First street extended to the west line of Brook street and extending back to a depth of  $254\frac{1}{2}$  feet.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned

by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved December 27, 1902.

---

AN ORDINANCE TO OPEN, EXTEND AND NAME G STREET,  
FROM THE NORTHEAST LINE OF SHIPP AVENUE TO THE EAST  
LINE OF THE FIRST ALLEY EAST OF BROOK STREET.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That G street be opened and extended from the northeast line of Shipp avenue to the east line of the first alley east of Brook street 60 feet in width, the north line of said extension being 1,380 feet south of and parallel to Brandeis avenue, and said extension shall be hereafter a public way, and shall be known and called by the name of G street.

§ 2. That this ordinance shall take effect from its passage.

Approved December 27, 1902.

---

AN ORDINANCE FOR IMPROVING A PART OF VON BORRIES AVENUE, FROM A LINE AT RIGHT ANGLES TO VON BORRIES AVENUE, PASSING THROUGH A POINT WHERE THE CENTER LINE OF BEECHWOOD AVENUE EXTENDED INTERSECTS THE NORTHEAST CURB LINE OF VON BORRIES AVENUE, TO A LINE AT RIGHT ANGLES TO VON BORRIES AVENUE, PASSING THROUGH A POINT WHERE THE CENTER LINE OF ROSEWOOD AVENUE EXTENDED INTERSECTS THE NORTHEAST CURB LINE OF VON BORRIES AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Von Borries avenue, from a line at right angles to Von Borries avenue, passing through a point where the center line of Beechwood avenue extended intersects the northeast curb line of Von Borries avenue to a line at right angles to Von Borries avenue, passing through a point where the center line of Rosewood avenue extended intersects the northeast curb line of Von Borries avenue, shall be thirty-six (36) feet in width, and shall be improved by grad-



ing, curbing, and paving with the asphalt pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the northeast side of Von Borries avenue, from Beechwood avenue to Rosewood avenue, and extending back to a line passing through a point in the east line of Beechwood avenue,  $443\frac{1}{2}$  feet northeast of Von Borries avenue, and a point in the west line of Rosewood avenue 597 feet northeast of Von Borries avenue, and on the southwest side of Von Borries avenue, from a line at right angles to Von Borries avenue, passing through a point where the center line of Beechwood avenue extended intersects the northeast curb line of Von Borries avenue to a line at right angles to Von Borries avenue, passing through a point where the center line of Rosewood avenue extended intersects the northeast curb line of Von Borries avenue, and extending back to a depth of 493 feet.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved January 19, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF VON BORRIES AVENUE, FROM A LINE AT RIGHT ANGLES TO VON BORRIES AVENUE, PASSING THROUGH A POINT WHERE THE CENTER LINE OF ROSEWOOD AVENUE EXTENDED INTERSECTS THE NORTHEAST CURB LINE OF VON BORRIES AVENUE, TO A LINE AT RIGHT ANGLES TO VON BORRIES AVENUE, PASSING THROUGH A POINT WHERE THE CENTER LINE OF CASTLEWOOD AVENUE EXTENDED FROM THE WEST INTERSECTS THE SOUTHWEST CURB LINE OF VON BORRIES AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Von Borries avenue, from a line at right angles to Von Borries avenue, passing through a point where the center line of Rosewood avenue extended intersects the northeast curb line of Von Borries avenue to a line at right angles to Von Borries avenue, passing through a point where

the center line of Castlewood avenue extended from the west intersects the southwest curb line of Von Borries avenue, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the northeast side of Von Borries avenue from Rosewood avenue to a line at right angles to Von Borries avenue, passing through a point where the center line of Castlewood avenue extended from the west intersects the southwest curb line of Von Borries avenue, and extending back to a line passing through a point in the east line of Rosewood avenue 603 $\frac{3}{4}$  feet northeast of Von Borries avenue and a point in the west line of Edenside avenue 883 feet northeast of Castlewood avenue, and on the southwest side of Von Borries avenue from a line at right angles to Von Borries avenue, passing through a point where the center line of Rosewood avenue extended intersects the northeast curb line of Von Borries avenue to Castlewood avenue, and extending back to a line 816 $\frac{1}{4}$  feet southwest of and parallel to Von Borries avenue.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved January 19, 1903.

AN ORDINANCE FOR IMPROVING A PART OF CASTLEWOOD AVENUE, FROM A LINE AT RIGHT ANGLES TO VON BORRIES AVENUE, PASSING THROUGH A POINT WHERE THE CENTER LINE OF CASTLEWOOD AVENUE EXTENDED FROM THE WEST INTERSECTS THE SOUTHWEST CURB LINE OF VON BORRIES AVENUE, TO A LINE AT RIGHT ANGLES TO CASTLEWOOD AVENUE, PASSING THROUGH A POINT WHERE THE CENTER LINE OF EDENSIDE AVENUE EXTENDED INTERSECTS THE NORTHEAST CURB LINE OF CASTLEWOOD AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Castlewood avenue, from a line at right angles from Von Borries avenue, passing through a point where

the center line of Castlewood avenue extended from the west intersects the southwest curb line of Von Borries avenue, to a line at right angles to Castlewood avenue, passing through a point where the center line of Edenside avenue extended intersects the northeast curb line of Castlewood avenue, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the northeast side of Castlewood avenue from a line at right angles to Von Borries avenue, passing through a point where the center line of Castlewood extended from the west intersects the southwest curb line of Von Borries avenue to Edenside avenue, and extending back to a line passing through a point in the east line of Rosewood avenue  $603\frac{3}{4}$  feet north of Von Borries avenue and a point in the west line of Edenside avenue 883 feet north of Castlewood avenue, and on the southwest side of Castlewood avenue from Castlewood avenue to a line at right angles to Castlewood avenue, passing through a point where the center line of Edenside avenue extended intersects the northeast curb line of Castlewood avenue, and extending back to a depth of 200 feet.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved January 19, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF STEIN COURT,  
FROM THE WEST LINE OF PRESTON STREET TO THE EAST LINE  
OF THE FIRST ALLEY EAST OF FLOYD STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Stein Court, from the west line of Preston street to the east line of the first alley east of Floyd



street, shall be thirty (30) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of the owners of ground on the north side of Stein Court, from Preston street to the first alley east of Floyd street, and extending back to a line midway between Stein Court and Oak street, and on the south side of Stein Court from Preston street to the first alley east of Floyd street, and extending back to a line midway between Stein Court and Camp street.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved February 5, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF EIGHTEENTH STREET, FROM A LINE  $34\frac{1}{2}$  FEET NORTH OF AND PARALLEL TO THE SOUTH LINE OF MAGNOLIA AVENUE EXTENDED, TO THE CENTER LINE OF STANDARD AVENUE EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Eighteenth street, from a line  $34\frac{1}{2}$  feet north of and parallel to the south line of Magnolia avenue extended, to the center line of Standard avenue extended, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the east side of Eighteenth street, from the city boundary line as established March 9, 1868, to the center line of Standard avenue extended, and extending back to a line 326 feet east of and parallel to Eighteenth street, and on the west side of Eighteenth street, as provided by law. The cost to be equally apportioned among the owners of property according to the number of square feet of

ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved April 7, 1903.

AN ORDINANCE FOR IMPROVING A PART OF EIGHTEENTH STREET, FROM THE CENTER LINE OF STANDARD AVENUE EXTENDED, TO A LINE PASSING THROUGH THE POINTS OF INTERSECTION OF THE EAST AND WEST CURB LINES OF EIGHTEENTH STREET AND THE CENTER LINES OF BURNETT AND FOREE AVENUES, RESPECTIVELY.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Eighteenth street, from the center line of Standard avenue extended, to a line passing through the intersection of the east and west curb lines of Eighteenth street and the center lines of Burnett and Foree avenues, respectively, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the east side of Eighteenth street, from the center line of Standard avenue extended to Burnett avenue, and extending back to a line 326 feet east of and parallel to Eighteenth street; and on the west side of Eighteenth street, as provided by law.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved April 7, 1903.

AN ORDINANCE FOR IMPROVING A PART OF EIGHTEENTH STREET, FROM A LINE PASSING THROUGH THE POINTS OF INTERSECTION OF THE EAST AND WEST CURB LINES OF EIGHTEENTH STREET AND THE CENTER LINES OF BURNETT AND FOREE AVENUES EXTENDED, RESPECTIVELY, TO A LINE PASSING THROUGH THE POINTS OF INTERSECTION OF THE EAST AND WEST CURB LINES OF EIGHTEENTH STREET AND THE CENTER LINES OF BAYLESS AND BOLLING AVENUES EXTENDED, RESPECTIVELY.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Eighteenth street, from a line passing through the points of intersection of the east and west curb lines of Eighteenth street and the center lines of Burnett and Foree avenues extended, respectively, to a line passing through the points of intersection of the east and west curb lines of Eighteenth street and the center lines of Bayless and Bolling avenues extended, respectively, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved April 7, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF EIGHTEENTH STREET, FROM A LINE PASSING THROUGH THE POINTS OF INTERSECTION OF THE EAST AND WEST CURB LINES OF EIGHTEENTH STREET AND THE CENTER LINES OF BAYLESS AND BOLLING AVENUES EXTENDED, RESPECTIVELY, TO A LINE AT RIGHT ANGLES TO EIGHTEENTH STREET, PASSING THROUGH THE POINT OF INTERSECTION OF THE EAST CURB LINE OF EIGHTEENTH STREET AND THE CENTER LINE OF HILL STREET EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Eighteenth street, from a line passing through the points of intersection of the east and west curb lines of Eighteenth street and the center lines of Bayless and



Bolling avenues extended, respectively, to a line at right angles to Eighteenth street, passing through the point of intersection of the east curb line of Eighteenth street and the center line of Hill street extended, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the east side of Eighteenth street, as provided by law, and on the west side of Eighteenth street, from Bolling avenue to a line at right angles to Eighteenth street, passing through the point of intersection of the east curb line of Eighteenth street and the center line of Hill street extended, and extending back to lines midway between Eighteenth street and Twenty-first street and Twenty-first street extended. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved April 7, 1903.

AN ORDINANCE FOR IMPROVING A PART OF EIGHTEENTH STREET, FROM A LINE AT RIGHT ANGLES TO EIGHTEENTH STREET, PASSING THROUGH THE POINT OF THE INTERSECTION OF THE EAST CURB LINE OF EIGHTEENTH STREET AND THE CENTER LINE OF HILL STREET EXTENDED TO A LINE AT RIGHT ANGLES TO EIGHTEENTH STREET, PASSING THROUGH THE POINT OF INTERSECTION OF THE EAST CURB LINE OF EIGHTEENTH STREET AND THE CENTER LINE OF A STREET EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Eighteenth street, from a line at right angles to Eighteenth street, passing through the point of intersection of the east curb line of Eighteenth street and the center line of Hill street extended to a line at right angles to Eighteenth street, passing through the point of intersection of the east curb line of Eighteenth street and the center line of A street extended, shall be thirty-six (36) feet in width, and shall

be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the east side of Eighteenth street, as provided by law, and on the west side of Eighteenth street from a line at right angles to Eighteenth street, passing through the point of intersection of the east curb line of Eighteenth street and the center line of Hill street extended to a line at right angles to Eighteenth street, passing through the point of intersection of the east curb line of Eighteenth street and the center line of A street extended, and extending back to a line 328½ feet west of and parallel to Eighteenth street.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved April 7, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF EIGHTEENTH STREET, FROM A LINE AT RIGHT ANGLES TO EIGHTEENTH STREET, PASSING THROUGH THE POINT OF INTERSECTION OF THE EAST CURB LINE OF EIGHTEENTH STREET, AND THE CENTER LINE OF A STREET EXTENDED TO THE PRESENT CITY BOUNDARY LINE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Eighteenth street, from a line at right angles to Eighteenth street, passing through the point of intersection of the east curb line of Eighteenth street, and the center line of A street extended to the present city boundary line, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the east side of Eighteenth street from A street to the present city boundary line and extending back to a line midway between Eighteenth

street and McCloskey avenue and McCloskey avenue extended, and on the west side of Eighteenth street from a line at right angles to Eighteenth street, passing through the point of intersection of the east curb line of Eighteenth street and the center line of A street extended to the present city boundary line, and extending back to a line  $328\frac{1}{2}$  feet west of and parallel to Eighteenth street. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved April 7, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF O STREET, FROM THE WEST LINE OF FOURTH STREET TO THE CENTER LINE OF FIFTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of O street, from the west line of Fourth street to the center line of Fifth street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved April 7, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF MADISON STREET, FROM THE CENTER LINE OF TWENTY-NINTH STREET TO THE CENTER LINE OF THIRTIETH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Madison street, from the center line of Twenty-ninth street to the center line of Thirtieth street, shall be thirty-six feet in width, and shall be improved by grad-



ing, curbing, and paving with the vitrified brick or block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved April 7, 1903.

AN ORDINANCE FOR IMPROVING A PART OF MADISON STREET,  
FROM THE WEST LINE OF TWENTY-EIGHTH STREET TO THE  
CENTER LINE OF TWENTY-NINTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Madison street, from the west line of Twenty-eighth street to the center line of Twenty-ninth street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved April 7, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF CATALPA STREET,  
FROM THE CENTER LINE OF GIBSON LANE OR AVENUE TO THE  
NORTHWEST LINE OF CANE RUN ROAD.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Catalpa street, from the center line of Gibson lane or avenue to the northwest line of Cane Run road, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved April 7, 1903.

AN ORDINANCE FOR IMPROVING A PART OF TWENTY-FOURTH STREET, FROM THE SOUTH LINE OF BROADWAY TO THE NORTH LINE OF MAPLE STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Twenty-fourth street, from the south line of Broadway to the north line of Maple street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the east side of Twenty-fourth street, as provided by law, and on the west side of Twenty-fourth street, from Broadway to Maple street, and extending back to a line midway between Twenty-fourth street and Twenty-fifth street, and Twenty-fifth street extended from the south.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved April 7, 1903.

AN ORDINANCE FOR IMPROVING A PART OF FOURTH STREET, FROM THE CENTER LINE OF K STREET TO THE NORTH LINE OF K STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Fourth street, from the center line of K street to the north line of K street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the east side of Fourth street, from K street to a line midway between K and J streets, and extending back to a line midway between Fourth and Third streets; and on the west side of Fourth street, from the center line of K

street and K street extended to a line midway between K street and K street extended and J street and J street extended, and extending back to a line 210 feet west of and parallel to Fourth street. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved April 7, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF BURNETT AVENUE,  
FROM THE CENTER LINE OF HICKORY STREET TO THE CENTER  
LINE OF TEXAS STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Burnett avenue, from the center line of Hickory street to the center line of Texas street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved April 20, 1903.

AN ORDINANCE FOR IMPROVING A PART OF FISCHER AVENUE, FROM  
THE SOUTHEAST LINE OF DANDRIDGE AVENUE TO THE NORTHWEST  
LINE OF STRUCK AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Fischer avenue, from the southeast line of Dandridge avenue to the northwest line of Struck avenue, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block



pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved April 20, 1903.

AN ORDINANCE FOR IMPROVING A PART OF LEE STREET, FROM THE WEST LINE OF BROOK STREET TO THE EAST LINE OF FIRST STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Lee street, from the west line of Brook street to the east line of First street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved April 20, 1903.

AN ORDINANCE FOR IMPROVING A PART OF BROADWAY, FROM A LINE AT RIGHT ANGLES TO BROADWAY, PASSING THROUGH A POINT IN THE NORTH LINE OF BROADWAY, 600 FEET WEST OF HECK'S OR GAAR'S LANE ON THE NORTH, TO A LINE AT RIGHT ANGLES TO BROADWAY, PASSING THROUGH A POINT IN THE NORTH LINE OF BROADWAY, 1,200 FEET WEST OF SAID HECK'S OR GAAR'S LANE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Broadway, from a line at right angles to Broadway, passing through a point in the north line of Broadway, 600 feet west of Heck's or Gaar's lane on the north, to a line at right angles to Broadway, passing through a point in the north line of Broadway, 1,200 feet west of said Heck's or Gaar's lane, shall be fifty (50) feet in width, and shall be im-

proved by grading, curbing, and paving with the asphalt pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on both sides of Broadway, from a line at right angles to Broadway, passing through a point in the north line of Broadway, 600 feet west of Heck's or Gaar's lane on the north, to a line at right angles to Broadway, passing through a point in the north line of Broadway, 1,200 feet west of said Heck's or Gaar's lane, and extending back to a depth of 200 feet on the north and the south, respectively.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved May 15, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF BROADWAY, FROM A LINE AT RIGHT ANGLES TO BROADWAY, PASSING THROUGH A POINT IN THE NORTH LINE OF BROADWAY, 1,200 FEET WEST OF HECK'S OR GAAR'S LANE, ON THE NORTH, TO A LINE AT RIGHT ANGLES TO BROADWAY, PASSING THROUGH A POINT IN THE NORTH LINE OF BROADWAY, 1,800 FEET WEST OF HECK'S OR GAAR'S LANE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Broadway, from a line at right angles to Broadway, passing through a point in the north line of Broadway, 1,200 feet west of Heck's or Gaar's lane, on the north, to a line at right angles to Broadway, passing through a point in the north line of Broadway, 1,800 feet west of said Heck's or Gaar's lane, shall be fifty (50) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on both sides of Broadway, from a line at right angles to Broadway,

passing through a point in the north line of Broadway, 1,200 feet west of Heck's or Gaar's lane, on the north, to a line at right angles to Broadway, passing through a point in the north line of Broadway, 1,800 feet west of said Heck's or Gaar's lane, and extending back north and south, respectively, to a depth of 200 feet.

The cost to be equally apportioned among the owners of property, according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved May 15, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF BROADWAY, FROM A LINE AT RIGHT ANGLES TO BROADWAY, PASSING THROUGH A POINT IN THE NORTH LINE OF BROADWAY, 1,800 FEET WEST OF HECK'S OR GAAR'S LANE ON THE NORTH TO A LINE AT RIGHT ANGLES TO BROADWAY, PASSING A POINT IN THE NORTH LINE OF BROADWAY, 2,400 FEET WEST OF SAID HECK'S OR GAAR'S LANE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Broadway, from a line at right angles to Broadway, passing through a point in the north line of Broadway, 1,800 feet west of Heck's or Gaar's lane on the north to a line at right angles to Broadway, passing through a point in the north line of Broadway, 2,400 feet west of said Heck's or Gaar's lane, shall be fifty (50) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on both sides of Broadway, from a line at right angles to Broadway, passing through a point in the north line of Broadway, 1,800 feet west of Heck's or Gaar's lane on the north to a line at right angles to Broadway, passing through a point in the north line of Broadway, 2,400 feet west of said Heck's or Gaar's lane, and extending back north and south, respectively, to a depth of 200 feet.



The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved May 15, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF BROADWAY, FROM A LINE AT RIGHT ANGLES TO BROADWAY, PASSING THROUGH A POINT IN THE NORTH LINE OF BROADWAY, 2,400 FEET WEST OF HECK'S OR GAAR'S LANE ON THE NORTH TO A LINE AT RIGHT ANGLES TO BROADWAY, PASSING THROUGH A POINT IN THE NORTH LINE OF BROADWAY, 3,000 FEET WEST OF SAID HECK'S OR GAAR'S LANE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Broadway, from a line at right angles to Broadway, passing through a point in the north line of Broadway, 2,400 feet west of Heck's or Gaar's lane on the north to a line at right angles to Broadway, passing through a point in the north line of Broadway, 3,000 feet west of said Heck's or Gaar's lane, shall be fifty (50) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on both sides of Broadway from a line at right angles to Broadway, passing through a point in the north line of Broadway, 2,400 feet west of Heck's or Gaar's lane on the north to a line at right angles to Broadway, passing through a point in the north line of Broadway, 3,000 feet west of Heck's or Gaar's lane, and extending back north and south, respectively, to a depth of 200 feet.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved May 15, 1903.

AN ORDINANCE FOR IMPROVING A PART OF BROADWAY, FROM A LINE AT RIGHT ANGLES TO BROADWAY, PASSING THROUGH A POINT IN THE NORTH LINE OF BROADWAY, 3,000 FEET WEST OF HECK'S OR GAAR'S LANE ON THE NORTH TO A LINE PASSING THROUGH THE POINTS OF INTERSECTION OF THE NORTH AND SOUTH CURB LINES OF BROADWAY AND THE CENTER LINES OF PARKVIEW AVENUE AND GAAR'S LANE ON THE SOUTH EXTENDED, RESPECTIVELY.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Broadway, from a line at right angles to Broadway, passing through a point in the north line of Broadway, 3,000 feet west of Heck's or Gaar's lane on the north to a line passing through the points of intersection of the north and south curb lines of Broadway and the center lines of Parkview avenue and Gaar's lane on the south extended, respectively, shall be fifty (50) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the north side of Broadway from a line at right angles to Broadway, passing through a point in the north line of Broadway, 3,000 feet west of Heck's or Gaar's lane on the north to Parkview avenue, and extending back a depth of 200 feet; and on the south side of Broadway from a line at right angles to Broadway, passing through a point in the north line of Broadway, 3,000 feet west of Heck's or Gaar's lane on the north to Gaar's lane on the south, and extending back to a depth of 200 feet. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved May 15, 1903.

AN ORDINANCE FOR IMPROVING A PART OF BROADWAY, FROM A LINE PASSING THROUGH THE POINTS OF INTERSECTION OF THE NORTH AND SOUTH CURB LINES OF BROADWAY AND CENTER LINES OF PARKVIEW AVENUE AND GAAR'S LANE ON THE SOUTH EXTENDED, RESPECTIVELY, TO THE CENTER LINE OF KETTIG COURT EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Broadway, from a line passing through the points of intersection of the north and south curb lines of Broadway and the center lines of Parkview avenue and Gaar's lane on the south extended, respectively, to the center line of Kettig court extended, shall be fifty (50) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the north side of Broadway, from Parkview avenue to the center line of Kettig court extended, and extending back to a depth of 200 feet, and on the south side of Broadway from Gaar's lane on the south to Kettig court, and extending back to a depth of 200 feet. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved May 15, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF DUNCAN STREET, FROM THE CITY BOUNDARY LINE, AS ESTABLISHED MARCH 9, 1868, TO THE CENTER LINE OF TWENTY-EIGHTH STREET EXTENDED FROM THE NORTH.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Duncan street, from the city boundary line established March 9, 1868, to the center line of Twenty-eighth street extended from the north, shall be thirty-



six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the north side of Duncan street, from the city boundary line, as established March 9, 1868, to Twenty-eighth street, and extending back to a line midway between Duncan and Alford streets, and on the south side of Duncan street from the city boundary line, as established March 9, 1868, to the center line of Twenty-eighth street extended from the north, and extending back to a depth of 210 feet. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 2, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF ALFORD STREET,  
FROM THE CITY BOUNDARY LINE ESTABLISHED MARCH 9, 1868.  
TO THE CENTER LINE OF TWENTY-EIGHTH STREET, EXTENDED  
FROM THE SOUTH.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Alford street, from the city boundary line as established March 9, 1868, to the center line of Twenty-eighth street extended from the south, shall be thirty (30) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Words, and at the cost of owners of ground on the north side of Alford street, from the city boundary line as established March 9, 1868, to the center line of Twenty-eighth street extended from the south, and extending back to a line midway between Alford and Slevin streets, and on the south side of Alford street from the city boundary line as established March 9, 1868, to Twenty-eighth street, and extending back to a line midway between Alford and Duncan streets. The cost to be equally apportioned among the

owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 2, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF TWENTY-EIGHTH STREET, FROM THE SOUTH LINE OF ALFORD STREET TO THE NORTH LINE OF DUNCAN STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Twenty-eighth street, from the south line of Alford street to the north line of Duncan street, shall be thirty (30) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved June 2, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF ROSEWOOD AVENUE, FROM THE SOUTHWEST LINE OF BAXTER AVENUE TO THE NORTHEAST LINE OF VON BORRIES AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Rosewood avenue, from the southwest line of Baxter avenue to the northeast line of Von Borries avenue, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved June 2, 1903.

AN ORDINANCE FOR IMPROVING A PART OF ASH STREET,  
FROM THE EAST LINE OF SHELBY STREET TO THE NORTHWEST  
LINE OF MCHENRY STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Ash street, from the east line of Shelby street to the northwest line of McHenry street, shall be thirty (30) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved June 2, 1903.

AN ORDINANCE FOR IMPROVING A PART OF FLOYD STREET,  
FROM THE CENTER LINE OF H STREET EXTENDED, TO THE  
NORTHEASTERLY LINE OF THE RIGHT OF WAY OF THE SOUTH-  
ERN RAILWAY IN KENTUCKY.

*Be it ordained by the General Council of the city of Louisville :*

That the two carriage-ways of Floyd street, from the center line of H street extended, to the northeasterly line of the right of way of the Southern railway in Kentucky, shall be each eighteen (18) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the west side of Floyd street, from the center line of H street extended to a line at right angles to Floyd street, passing through the point of intersection of the west line of Floyd street and the northeasterly line of the right of way of said railway and extending back to a line midway between Floyd street and Brook street and Brook street extended ; and on the east side of Floyd street, from H street to a line 354 feet south of and parallel to H street, and extend-

ing back to a line midway between Floyd and Hahn streets, and from said line 354 feet south of and parallel to H street to a line at right angles to Floyd street, passing through the point of intersection of the east line of Floyd street and the northeasterly line of the right of way of said railway, and extending back to a depth of  $262\frac{1}{2}$  feet. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 2, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF FLOYD STREET,  
FROM THE CENTER LINE OF G STREET TO THE CENTER LINE  
OF H STREET EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That the two carriage-ways of Floyd street, from the center line of G street to the center line of H street extended, shall be each eighteen (18) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the west side of Floyd street, from G street to the center line of H street extended, and extending back to a line midway between Floyd and Brook streets, and on the east side of Floyd street, as provided by law.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 2, 1903.



AN ORDINANCE FOR IMPROVING A PART OF ORMSBY AVENUE,  
FROM THE WEST LINE OF FIFTEENTH STREET TO THE CENTER  
LINE OF SIXTEENTH STREET EXTENDED FROM THE NORTH.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Ormsby avenue, from the west line of Fifteenth street to the center line of Sixteenth street extended from the north, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the north side of Ormsby avenue, as provided by law; and on the south side of Ormsby avenue, from Fifteenth street to Sixteenth street on the south, and from Sixteenth street on the south to the center line of Sixteenth street extended from the north, and extending back to a line midway between Ormsby and Wilson avenues.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 27, 1903.

AN ORDINANCE FOR IMPROVING A PART OF ORMSBY AVENUE,  
FROM THE CENTER LINE OF SEVENTEENTH STREET EXTENDED  
FROM THE NORTH TO THE EAST LINE OF EIGHTEENTH STREET,  
FORMERLY THE VALLEY TURNPIKE AND GRAVEL ROAD.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Ormsby avenue, from the center line of Seventeenth street extended from the north to the east line of Eighteenth street, formerly the Valley turnpike and gravel road, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified

block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the north side of Ormsby avenue, as provided by law; and on the south side of Ormsby avenue from the center line of Seventeenth street extended from the north to Bell street or Eighteenth street, as laid down in Garvin and Gardner's subdivision, and from Bell street or Eighteenth street, as laid down in Garvin or Gardner's subdivision to Eighteenth street, formerly the Valley turnpike or gravel road, and extending back to a line midway between Ormsby and Wilson avenues.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 27, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF ORMSBY AVENUE,  
FROM THE CENTER LINE OF SIXTEENTH STREET EXTENDED  
FROM THE NORTH TO THE CENTER LINE OF SEVENTEENTH  
STREET EXTENDED FROM THE NORTH.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Ormsby avenue, from the center line of Sixteenth street extended from the north to the center line of Seventeenth street extended from the north, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the north side of Ormsby avenue, as provided by law, and on the south side of Ormsby avenue from the center line of Sixteenth street extended from the north to Seventeenth street, and from Seventeenth street to the center line of Seventeenth street, extended from the north, and extending back to a line midway between Ormsby and Wilson avenues.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 27, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF MAGNOLIA AVENUE, FROM THE WEST LINE OF SEVENTH STREET TO THE CENTER LINE OF NINTH STREET EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That the north carriage-way of Magnolia avenue, from the west line of Seventh street to the center line of Ninth street extended, shall be sixteen (16) feet in width, and that the south carriage-way of Magnolia avenue, from the west line of Seventh street to the center line of Ninth street extended, shall be eighteen (18) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the north side of Magnolia avenue, from Seventh street to the center line of Ninth street extended, and extending back to a line midway between Magnolia and Ormsby avenues; and on the south side of Magnolia avenue, as provided by law. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 27, 1903.

AN ORDINANCE FOR IMPROVING A PART OF FIFTH STREET,  
FROM THE SOUTH LINE OF HILL STREET TO A LINE 18 FEET  
SOUTH OF THE NORTH LINE OF A STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Fifth street, from the south line of Hill street to a line 18 feet south of the north line of A street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved July 14, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF FIFTH STREET,  
FROM A LINE EIGHTEEN FEET NORTH OF THE SOUTH LINE  
OF A STREET TO THE CENTER LINE OF LEE STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Fifth street, from a line eighteen feet north of the south line of A street to the center line of Lee street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works.

Said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved July 14, 1903.



AN ORDINANCE FOR IMPROVING A PART OF FIFTH STREET,  
FROM THE CENTER LINE OF LEE STREET TO THE NORTH  
LINE OF BLOOM AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Fifth street, from the center line of Lee street to the north line of Bloom avenue, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved July 14, 1903.

AN ORDINANCE FOR IMPROVING A PART OF LEE STREET, FROM  
THE WEST LINE OF FOURTH STREET TO THE EAST LINE OF FIFTH  
STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Lee street, from the west line of Fourth street to the east line of Fifth street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved July 14, 1903.

AN ORDINANCE FOR IMPROVING A PART OF HILL STREET,  
FROM THE WEST LINE OF SEVENTH STREET TO THE CENTER  
LINE OF NINTH STREET.

*Be it ordained by the General Council of the city of Louisville:*

That the carriage-way of Hill street, from the west line of Seventh street to the center line of Ninth street, shall be thirty-

six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved July 14, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF MAGNOLIA AVENUE, FROM THE CENTER LINE OF NINTH STREET EXTENDED TO THE CENTER LINE OF TENTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the two carriage-ways of Magnolia avenue, from the center line of Ninth street extended to the center line of Tenth street, shall be each eighteen (18) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of the owners of ground on the north side of Magnolia avenue, from the center line of Ninth street extended to Tenth street and the center line of Tenth street extended, and extending back to a line midway between Magnolia and Ormsby avenues; and on the south side of Magnolia avenue, as provided by law. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved July 14, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF MARKET STREET, FROM THE CITY BOUNDARY LINE AS ESTABLISHED MARCH 9, 1868, TO THE CENTER LINE OF TWENTY-NINTH STREET EXTENDED FROM THE NORTH.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Market street, from the city boun-

dary line as established March 9, 1868, to the center line of Twenty-ninth street extended from the north, shall be forty (40) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the north side of Market street, from the city boundary line as established March 9, 1868, to Twenty-ninth street, and extending back to a line midway between Market and Main streets; and on the south side of Market street, from Twenty-eight street to the center line of Twenty-ninth street extended from the north, and extending back to a line midway between Market street, and Jefferson street and Jefferson street extended. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved July 14, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF DUMESNIL STREET, FROM THE WEST LINE OF FIFTEENTH STREET TO THE CENTER LINE OF SIXTEENTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Dumesnil street, from the west line of Fifteenth street to the center line of Sixteenth street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved July 28, 1903.

AN ORDINANCE FOR IMPROVING A PART OF DUMESNIL STREET, FROM THE CENTER LINE OF SIXTEENTH STREET TO THE CENTER LINE OF SEVENTEENTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Dumesnil street, from the center line of Sixteenth street to the center line of Seventeenth street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved July 28, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF DUMESNIL STREET, FROM THE CENTER LINE OF SEVENTEENTH STREET TO THE EAST LINE OF EIGHTEENTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Dumesnil street, from the center line of Seventeenth street to the east line of Eighteenth street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved July 28, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF DUMESNIL STREET, FROM THE WEST LINE OF TWENTY-SIXTH STREET TO THE EAST LINE OF CYPRESS STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Dumesnil street, from the west line



of Twenty-sixth street to the east line of Cypress street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved July 28, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF DUMESNIL STREET. FROM THE WEST LINE OF CYPRESS STREET TO THE CENTER LINE OF OLIVE STREET EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Dumesnil street, from the west line of Cypress street to the center line of Olive street extended, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the north side of Dumesnil street, from Cypress street to the center line of Olive street extended, and extending back to a line midway between Dumesnil street and Virginia avenue, and on the south side of Dumesnil street, as provided by law.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved July 28, 1903.

AN ORDINANCE FOR IMPROVING A PART OF DUMESNIL STREET, FROM THE CENTER LINE OF OLIVE STREET EXTENDED TO THE CENTER LINE OF AMBER STREET EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Dumesnil street, from the center line of Olive street extended to the center line of Amber street extended, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the north side of Dumesnil street, from the center line of Olive street extended to Twenty-eighth street, and extending back to a line midway between Dumesnil street and Virginia avenue, and on the south side of Dumesnil street, as provided by law.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved July 28, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF WOODLAND AVENUE, FROM THE WEST LINE OF CYPRESS STREET TO THE CENTER LINE OF OLIVE STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Woodland avenue, from the west line of Cypress street to the center line of Olive street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved July 28, 1903.

AN ORDINANCE FOR IMPROVING A PART OF WOODLAND AVENUE, FROM THE CENTER LINE OF OLIVE STREET TO THE EAST LINE OF AMBER STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Woodland avenue, from the center line of Olive street to the east line of Amber street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved July 28, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF WOODLAND AVENUE, FROM THE WEST LINE OF AMBER STREET TO THE EAST LINE OF CATALPA STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Woodland avenue, from the west line of Amber street to the east line of Catalpa street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved July 28, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF WOODLAND AVENUE, FROM THE WEST LINE OF CATALPA STREET TO THE CENTER LINE OF HEMLOCK STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Woodland avenue, from the west

line of Catalpa street to the center line of Hemlock street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved July 28, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF WOODLAND AVENUE, FROM THE CENTER LINE OF HEMLOCK STREET TO THE CENTER LINE OF BEECH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Woodland avenue, from the center line of Hemlock street to the center line of Beech street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved July 28, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF TWENTY-EIGHTH STREET, FROM THE NORTHWESTERLY LINE OF SLEVIN STREET TO THE CENTER LINE OF GARFIELD AVENUE EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Twenty-eighth street, from the northwesterly line of Slevin street to the center line of Garfield avenue extended, shall be thirty (30) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with



the plans and specifications on file in the office of the Board of Public Works, and at the cost of the owners of ground on the east side of Twenty-eighth street, from Slevin street to the center line of Garfield avenue extended, and extending back to a line midway between Twenty-eighth and Twenty-seventh streets, and on the west side of Twenty-eighth street, as provided by law.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved July 28, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF TWENTY-EIGHTH STREET, FROM THE CENTER LINE OF GARFIELD AVENUE EXTENDED TO THE CENTER LINE OF CLEVELAND AVENUE EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Twenty-eighth street, from the center line of Garfield avenue extended to the center line of Cleveland avenue extended, shall be thirty (30) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the east side of Twenty-eighth street, from the center line of Garfield avenue extended to the center line Cleveland avenue extended, and extending back to a line midway between Twenty-eighth and Twenty-seventh streets and on the west side of Twenty-eighth street, as provided by law. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved July 28, 1903.

AN ORDINANCE FOR IMPROVING A PART OF TWENTY-EIGHTH STREET, FROM THE CENTER LINE OF CLEVELAND AVENUE EXTENDED TO THE CENTER LINE OF ST. XAVIER STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Twenty-eighth street, from the center line of Cleveland avenue extended to the center line of St. Xavier street, shall be thirty (30) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the east side of Twenty-eighth street, from the center line of Cleveland avenue extended to St. Xavier street, and extending back to a line midway between Twenty-eighth and Twenty-seventh streets ; and on the west side of Twenty-eighth street, as provided by law. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved July 28, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF VIRGINIA AVENUE, FROM THE WEST LINE OF TWENTY-SIXTH STREET TO THE CENTER LINE OF CYPRESS STREET EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Virginia avenue, from the west line of Twenty-sixth street to the center line of Cypress street extended, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the north side of Virginia avenue, from Twenty-sixth street to the center line of Cypress street extended, and extending back to a line midway between Virginia and Bismarck avenues, and on the south side of Virginia avenue, as provided by law.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved July 23, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF BURNETT AVENUE, FROM THE EAST LINE OF FLOYD STREET TO THE WEST LINE OF PRESTON STREET, AND THE NORTHWEST LINE OF THE RIGHT OF WAY OF THE TRANSFER TRACK OF THE LOUISVILLE AND NASHVILLE RAILROAD.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Burnett avenue, from the east line of Floyd street to the west line of Preston street and the northwest line of the right of way of the transfer track of the Louisville and Nashville railroad, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the north side of Burnett avenue, from Floyd street to Preston street, and extending back to a line midway between Burnett avenue and Preston Court and Preston Court extended; and on the south side of Burnett avenue, from Floyd street to Preston street and Lawton avenue, and extending back to a line midway between Burnett avenue and A street and A street extended. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved July 28, 1903.

AN ORDINANCE FOR IMPROVING A PART OF BURNETT AVENUE, FROM THE CENTER LINE OF BROOK STREET TO THE WEST CURB LINE OF FLOYD STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Burnett avenue, from the center line of Brook street to the west curb line of Floyd street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the north side of Burnett avenue, as provided by law ; and on the south side of Burnett avenue, from Brook street to Floyd street, and extending back to a line midway between Burnett avenue and Hill street and Hill street extended.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved July 28, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF BURNETT AVENUE, FROM THE CENTER LINE OF HOERTZ AVENUE TO THE CENTER LINE OF HICKORY STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Burnett avenue, from the center a line of Hoertz avenue to the center line of Hickory street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved July 28, 1903.



AN ORDINANCE FOR IMPROVING A PART OF McHENRY STREET,  
FROM THE CENTER LINE OF ASH STREET ON THE SOUTHEAST  
EXTENDED TO THE CENTER LINE OF ASH STREET ON THE  
NORTHWEST EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of McHenry street, from the center line of Ash street on the southeast extended to the center line of Ash street on the northwest extended, shall be thirty (30) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved July 28, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF McHENRY STREET,  
FROM THE SOUTHWEST LINE OF GOSS AVENUE TO THE CENTER  
LINE OF ASH STREET ON THE SOUTHEAST EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of McHenry street, from the southwest line of Goss avenue, to the center line of Ash street on the southeast extended, shall be thirty (30) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved July 28, 1903.

AN ORDINANCE FOR IMPROVING A PART OF HICKORY STREET,  
FROM THE NORTHEAST LINE OF BURNETT AVENUE TO THE  
SOUTHWEST LINE OF MILTON STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Hickory street, from the northeast line of Burnett avenue to the southwest line of Milton street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved July 28, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF LEVERING STREET,  
FROM THE SOUTH LINE OF MAGNOLIA AVENUE TO A LINE 816  
FEET SOUTH OF AND PARALLEL TO MAGNOLIA AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Levering street, from the south line of Magnolia avenue to a line 816 feet south of and parallel to Magnolia avenue, shall be twenty-five (25) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the east side of Levering street, from Magnolia avenue to a line at right angles to Levering street, passing through a point in the east curb line of Levering street, 816 feet south of Magnolia avenue, and extending back to a line midway between Levering and Sixth streets ; and on the west side of Levering street, from Magnolia avenue to a line at right angles to Levering street, passing through a point in the west curb line of Levering street, 816 feet south of Magnolia avenue, and extending back to a line midway between Levering and Seventh streets.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved July 28, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF JACKSON STREET,  
FROM THE SOUTH LINE OF OAK STREET TO THE CENTER  
LINE OF GUENDALINE AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Jackson street, from the south line of Oak street to the center line of Guendaline avenue, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved August 31, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF JACKSON STREET,  
FROM THE CENTER LINE OF GUENDALINE AVENUE TO THE CENTER  
LINE OF RUPP STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Jackson street, from the center line of Guendaline avenue to the center line of Rupp street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of the ground, as provided by law; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved August 31, 1903.

AN ORDINANCE FOR IMPROVING A PART OF JACKSON STREET,  
FROM THE CENTER LINE OF RUPP STREET TO THE NORTH LINE  
OF CAMP STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Jackson street, from the center line of Rupp street to the north line of Camp street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved August 31, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF TWENTY-SEVENTH  
STREET, FROM THE SOUTH LINE OF ST. XAVIER'S STREET TO  
THE NORTH LINE OF SLEVIN STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Twenty-seventh street, from the south line of St. Xavier's street to the north line of Slevin street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of owners of ground, as provided by law ; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved October 9, 1903.



AN ORDINANCE FOR IMPROVING A PART OF TWENTY-EIGHTH STREET, FROM THE CENTER LINE OF COURTNEY AVENUE EXTENDED TO THE NORTH LINE OF GARLAND AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Twenty-eighth street, from the center line of Courtney avenue extended to the north line of Garland avenue, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of the owners of ground on the east side of Twenty-eighth street, as provided by law ; and on the west side of Twenty-eighth street from the center line of Courtney avenue extended to Garland avenue, and extending back to a line midway between Twenty-eighth and Thirty-second street.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 9, 1903.

AN ORDINANCE FOR IMPROVING A PART OF TWENTY-EIGHTH STREET, FROM THE SOUTH LINE OF BROADWAY TO THE CENTER LINE OF LEWIS AVENUE EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Twenty-eighth street, from the south line of Broadway to the center line of Lewis avenue extended, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the east side of Twenty-eighth street from Broadway to Lewis avenue and extending back to lines midway between Twenty-eighth

and Twenty-sixth streets, and on the west side of Twenty-eighth street from Broadway to the center line of Lewis avenue extended, and extending back to a line midway between Twenty-eighth and Thirty-second streets. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 9, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF TWENTY-EIGHTH STREET, FROM THE CENTER LINE OF LEWIS AVENUE EXTENDED TO THE CENTER LINE OF COURTNEY AVENUE EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Twenty-eighth street, from the center line of Lewis avenue extended to the center line of Courtney avenue extended, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the east side of Twenty-eighth street, as provided by law; and on the west side of Twenty-eighth street, from the center line of Lewis avenue extended to the center line of Courtney avenue extended, and extending back to a line midway between Twenty-eighth and Thirty-second streets.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 9, 1903.

AN ORDINANCE FOR IMPROVING A PART OF VIRGINIA AVENUE, FROM THE WEST LINE OF TWENTY-EIGHTH STREET TO THE CENTER LINE OF BEECH STREET EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Virginia avenue, from the west line of Twenty-eighth street to the center line of Beech street extended, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the asphalt pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the north side of Virginia avenue from Twenty-eighth street to the center line of Beech street extended, and extending back to a line midway between Virginia and Bismarck avenues, and on the south side of Virginia avenue, as provided by law. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 9, 1903.

AN ORDINANCE FOR IMPROVING A PART OF OLDHAM STREET, FROM THE EAST LINE OF TWELFTH STREET TO A LINE 316 FEET EAST OF TWELFTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Oldham street, from the east line of Twelfth street to a line 316 feet east of and parallel to Twelfth street, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on both sides of Oldham street from Twelfth street to a line 316 feet east of and parallel to Twelfth street, and extending back to a depth of 180 feet. The cost to be equally apportioned among the own-

ers of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 9, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF RUBEL AVENUE,  
FROM THE SOUTHEAST LINE OF HEPBURN AVENUE TO THE  
NORTHWEST LINE OF WINTER AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Rubel avenue, from the southeast line of Hepburn avenue to the northwest line of Winter avenue, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved October 9, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF RUBEL AVENUE,  
FROM THE SOUTHEAST LINE OF WINTER AVENUE TO THE NORTH-  
WEST LINE OF RUFER AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Rubel avenue, from the southeast line of Winter avenue to the northwest line of Rufer avenue, shall be thirty-six (36) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works. Said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and the same are hereby repealed.

Approved October 9, 1903.



AN ORDINANCE FOR IMPROVING A PART OF GOSS AVENUE, FROM THE CENTER LINE OF LOGAN STREET EXTENDED TO THE EAST LINE OF SHELBY STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of Goss avenue, from the center line of Logan street extended to the east line of the first alley east of Shelby street, shall be thirty-six (36) feet in width, between the east and west lines extended of said alley; said carriage-way shall be gradually reduced from thirty-six (36) to twenty-five (25) feet in width, and from the west line of said alley to the east line of Shelby street shall be twenty-five (25) feet in width, and shall be improved by grading, curbing, and paving with vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the northerly side of Goss avenue, as provided by law; and on the southerly side of Goss avenue from the center line of Logan street extended to Shelby street, and extending back to the lines of apportionment on the northeast side of Ash street, as established by the ordinance for improving a part of Ash street from the east line of Shelby street to the north-west line of McHenry street, approved June 2, 1903, being ordinance No. 104, series 1903. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 9, 1903.

---

AVENUES AND STREETS.

Closing of.

AN ORDINANCE TO EFFECT THE CLOSING OF THIRTEENTH STREET, ON THE NORTH SIDE OF HIGH STREET TO THE SOUTH LINE OF THE PROPERTY LEASED BY THE COMMISSIONERS OF THE SINKING FUND TO THE CHICAGO, ST. LOUIS & NEW ORLEANS RAILWAY COMPANY.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the said city hereby gives its assent to the closing

of Thirteenth street, on the north side of High street to the south line of the property leased by the Commissioners of the Sinking Fund to the Chicago, St. Louis & New Orleans Railway Company.

§ 2. That the City Attorney be and he is hereby authorized and instructed to institute a suit in equity by the city of Louisville, in the Jefferson circuit court, against the owners of property binding on that part of Thirteenth street, as is above described, to close said Thirteenth street to the extent above described, in accordance with the law governing the closing of streets in the city of Louisville.

§ 3. This ordinance shall take effect from its passage.

Approved September 7, 1899.

---

## AVENUES AND STREETS.

### Extension of.

#### AN ORDINANCE CONCERNING THE EXTENSION OF EIGHTEENTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the strip of land about fifty (50) feet in width and extending from the former southern boundary of the city of Louisville, on Magnolia street (formerly known as Oakland avenue), where Eighteenth street intersects the same south and somewhat westerly eighteen hundred and thirty-six (1836) feet more or less, to the present southern boundary of the city of Louisville, the said strip of land being the road-bed and right of way heretofore owned and used by the Valley Turnpike and Gravel Road Company, between said former boundary of the city of Louisville to its present southern boundary, and purchased by and conveyed to the city of Louisville by said company by deed dated June 9, 1898, and recorded in the Jefferson county court clerk's office, June 13, 1898, in deed book 503, page 379, be and the same is hereby declared to be an extension of Eighteenth street, and shall hereafter be known as a public way of the city of Louisville, and called Eighteenth

street, and the grade of said street may be established, and said street may be originally improved by grading, curbing, and paving, in the same manner as any other unimproved street in the city of Louisville is now required to be by law.

§ 2. That this ordinance shall take effect from its passage.

Approved August 22, 1898.

AN ORDINANCE EXTENDING AND NAMING GOSS AVENUE, FROM  
THE FIRST ALLEY EAST OF SHELBY STREET TO SHELBY  
STREET.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That Goss avenue be extended and named, 30 feet more or less in width, from the first alley east of Shelby street to Shelby street, the north line of said extension beginning at a point in the east line of Shelby street, 442 feet south of the first alley south of Oak street, and extending thence east and parallel to said alley 120½ feet, thence northeast  $61\frac{1}{2}$  feet to a point in the west line of the first alley east of Shelby street, 425  $\frac{1}{2}$  feet south of the first alley south of Oak street ; and the south line of said extension, beginning at a point in the east line of Shelby street, 472 feet south of the first alley south of Oak street, and extending thence east and parallel to said alley, 120½ feet, thence northeast  $65\frac{1}{10}$  feet to a point in the southeast line of Dandridge avenue, 34½ feet southeast of the point of intersection of the west line of the first alley east of Shelby street and a line 442 feet south of and parallel to the first alley south of Oak street ; one portion of this extension having been conveyed to the city of Louisville by the Kentucky Refining Company, April 3, 1903, by deed recorded in Deed Book 588, page 316 ; the other portion being a part of Dandridge avenue.

§ 2. That this ordinance shall take effect from and after its passage.

Approved July 28, 1903.

## AVENUES AND STREETS.

## Changing Names of.

AN ORDINANCE CHANGING THE NAME OF ALFORD AVENUE  
TO ST. CECILIA STREET.

*Be it ordained by the General Council of the city of Louisville:*

§ 1. That that portion of "Alford avenue," beginning at Twenty-fifth street and extending to Twenty-sixth street (said portion not being directly connected with Alford avenue proper), be and the same is hereby restored to its original name, which was "St. Cecilia street."

§ 2. That this ordinance shall take effect from and after its passage.

§ 3. All ordinances in conflict herewith be and the same are hereby repealed.

§ 4. This ordinance shall take effect from and after its publication.

Approved January 10, 1898.

AN ORDINANCE TO CHANGE THE NAME OF TODD STREET TO  
LYTLE STREET.

*Be it ordained by the General Council of the city of Louisville:*

§ 1. That the name of the street now known and called Todd street, in the city of Louisville, beginning at Seventeenth street and running to the first alley east of Twentieth street, between Baird and Bank streets, be and the same is hereby changed to Lytle street; and said street shall hereafter be known and called Lytle street.

§ 2. That this ordinance shall take effect from and after its passage.

Approved May 6, 1898.



---

AN ORDINANCE NAMING A PORTION OF THE SHELBYVILLE AND LOUISVILLE TURNPIKE ROAD FRANKFORT AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That that portion of the Shelbyville and Louisville Turnpike road, extending from a line 200 feet east of and parallel to the east line of Park avenue extended to the present city boundary line at the east line of the Louisville Water Company's property, shall be hereafter known and called by the name of Frankfort avenue.

§ 2. That this ordinance shall take effect from its passage.

Approved June 20, 1901.

---

AN ORDINANCE CHANGING THE NAME OF THE PUBLIC WAY HERETOFORE KNOWN AS "FONTAINE FERRY ROAD," OR MARKET STREET, TO MARKET STREET.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the public way extending westwardly from the former city boundary line, as established by an act of the Legislature of Kentucky, approved March 9, 1868, to the present city boundary line, heretofore known as "Fontaine Ferry road," or Market street, be and the same is hereby changed to and shall hereafter be known and called by the name of Market street.

§ 2. That this ordinance shall take effect from its passage.

Approved January 11, 1901.

---

AN ORDINANCE TO CHANGE THE NAME OF BAINBRIDGE STREET, FROM TWENTY-FOURTH STREET TO TWENTY-SIXTH STREET, TO ELLIOTT AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the name of Bainbridge street, between Twenty-fourth street and Twenty-sixth street, be changed to Elliott

avenue ; and that all ordinances in conflict herewith be and are hereby repealed.

§ 2. That this ordinance shall take effect from its passage.

Approved October 13, 1900.

---

AN ORDINANCE FOR CHANGING THE NAME OF OVERHILL STREET, BETWEEN HEPBURN AVENUE AND RUFER AVENUE, TO RUBEL AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the name of Overhill street, between Hepburn avenue and Rufer avenue, be changed to Rubel avenue ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved September 6, 1900.

---

AN ORDINANCE CHANGING THE NAME OF THE PUBLIC WAY HERETOFORE KNOWN AS "PRESTON-STREET ROAD" TO LAWTON AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the public way extending southeastwardly from Preston street to the present city boundary line on the south-east, known as "Preston-street road," and formerly a part of the Louisville and Shepherdsville turnpike road, be and the same is hereby changed to and shall hereafter be known and called by the name of Lawton avenue.

§ 2. That this ordinance shall take effect from its passage.

Approved September 6, 1900.

---

AN ORDINANCE TO CHANCE THE NAME OF LOST ALLEY TO STOECKER AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That Lost alley, located 202 feet north of Story avenue,

on the east side of Ohio street, and running from the latter street eastward a distance of 765 feet, more or less, and being 20 feet in width, be and the same shall hereafter be known and called by the name of Stoecker avenue.

§ 2. That this ordinance shall take effect from its passage.

Approved June 4, 1900.

---

AN ORDINANCE FOR CHANGING THE NAME OF EIGHTEENTH STREET, FROM ORMSBY AVENUE TO A LINE  $154\frac{1}{3}$  FEET SOUTH OF WILSON AVENUE AS LAID DOWN IN GARVIN AND GARDNER'S SUBDIVISION, RECORDED IN DEED BOOK 190, PAGE 50, IN THE OFFICE OF THE CLERK OF THE COUNTY COURT OF JEFFERSON COUNTY, TO BELL STREET.

*Be it ordained by the General Council of the city of Louisville :*

That Eighteenth street, from Ormsby avenue to a line  $154\frac{1}{3}$  feet south of Wilson avenue as laid down in Garvin and Gardner's sub-division, recorded in Deed Book 190, page 50, in the office of the Clerk of the County Court of Jefferson county, shall be hereafter known and called by the name of Bell street.

Approved May 15, 1903.

---

AN ORDINANCE TO CHANGE THE NAME OF A PORTION OF RESERVOIR AVENUE TO MELLWOOD AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That that portion of Reservoir avenue extending from the boundary line of the city of Louisville, as established by an act of the General Assembly of the State of Kentucky, entitled "An act to extend the boundary line of the city of Louisville," approved March 9, 1868, to the boundary line of the city of Louisville, as established by an ordinance of the General Council of the city of Louisville, entitled "An ordinance annexing a part of the territory of the county of Jefferson to and incorporating same into the city of Louisville," approved September 30, 1895, shall be hereafter known and called by the name of Mellwood avenue.

§ 2. That this ordinance shall take effect from its passage.

Approved May 27, 1902.

AN ORDINANCE NAMING EAST BROADWAY, FROM BAXTER AVENUE TO MIDLAND AVENUE, CHEROKEE ROAD.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That east Broadway, from Baxter avenue to Midland avenue, shall be known as and called Cherokee road.

§ 2. That this ordinance shall take effect from its passage.

Approved October 9, 1903.

---

AN ORDINANCE NAMING A PORTION OF THE JEFFERSON OR BROWNSBORO TURNPIKE ROAD LETTERLE AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That that portion of the Jefferson or Brownsboro turnpike road, extending from the boundary line of the city of Louisville, as established by an act of the General Assembly of the State of Kentucky, entitled "An act to extend the boundary line of the city of Louisville," approved March 9, 1868, to the boundary line of the city of Louisville as established by an ordinance of the General Council of the city of Louisville, entitled, "An ordinance to provide for the annexation of certain territory so as to include a portion of the territory of Crescent Hill," approved August 13, 1897, shall be hereafter known and called by the name of Letterle avenue.

§ 2. That this ordinance shall take effect from its passage.

Approved May 27, 1902.

---

AN ORDINANCE NAMING A PORTION OF THE SEVENTH STREET OR OAKLAND PLANK ROAD SEVENTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That that portion of the Seventh-street or Oakland Plank road, extending from the boundary line of the city of Louisville, as established by an act of the General Assembly of the State of Kentucky, entitled "An act to extend the



boundary line of the city of Louisville," approved March 9, 1868, to the boundary line of the city of Louisville, as established by an ordinance of the General Council of the city of Louisville, entitled "An ordinance annexing a part of the territory of Jefferson county to and incorporating same into the city of Louisville," approved September 30, 1895, shall be hereafter known and called by the name of Seventh street.

§ 2. That this ordinance shall take effect from its passage.

Approved February 27, 1903.

---

AN ORDINANCE FOR CHANGING THE NAME OF A PORTION OF GRIFFITHS AVENUE, FROM TWENTY-SIXTH STREET TO A LINE 477 FEET WEST OF IRWIN AVENUE, TO SLEVIN STREET.

*Be it ordained by the General Council of the city of Louisville :*

That that portion of Griffiths avenue, extending from Twenty-sixth street to a line 477 feet west of Irwin avenue, shall be hereafter known and called by the name of Slevin street.

Approved April 12, 1902.

---

## AVENUES AND STREETS.

### Opening and Extending.

AN ORDINANCE OPENING AND EXTENDING MAIN STREET, FROM THE NORTHEASTERLY LINE OF THE ALLEY 922 $\frac{1}{2}$  FEET SOUTHWEST FROM SPRING STREET TO THE NORTHWESTERLY LINE OF MELLWOOD AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That Main street be opened and extended sixty (60) feet wide, from the northeasterly line of the alley 922 $\frac{1}{2}$  feet southwest from Spring street to the northwesterly line of Mellwood avenue, the northerly boundary line of said extension, beginning at the point where the northerly line of Main street extended northeasterly intersects the northeasterly line of said

alley, and running thence northeasterly intersects the northwesterly line of Mellwood avenue 672  $\frac{3}{4}$  feet southwest from Spring street, and said extension shall hereafter be a public way and constitute a part of Main street.

§ 2. That this ordinance shall take effect from its passage.

Approved February 24, 1902.

---

AN ORDINANCE OPENING, EXTENDING, AND NAMING HILL STREET, FROM THE WEST LINE OF FIRST STREET TO THE EAST LINE OF SECOND STREET.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That Hill street be opened, extended, and named, sixty (60) feet wide, from the west line of First street to the east line of Second street, the north line of said extension beginning at a point in the west line of First street, 420 feet south of the south line of Burnett avenue, and running thence west and parallel to Burnett avenue to the east line of Second street, and said extension shall be hereafter a public way, and shall be known and called by the name of Hill street.

§ 2. That this ordinance shall take effect from its passage.

Approved February 24, 1902.

---

AN ORDINANCE OPENING, EXTENDING, AND NAMING HILL STREET, FROM THE WEST LINE OF BROOK STREET TO THE EAST LINE OF FIRST STREET.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That Hill street be opened, extended, and named, sixty (60) feet wide, from the west line of Brook street to the east line of First street, the south line of said extension beginning at a point in the west line of Brook street, 510 feet north of the north line of A street, and running thence west and parallel to A street to the east line of First street, and said extension shall

be hereafter a public way, and shall be known and called by the name of Hill street.

§ 2. That this ordinance shall take effect from its passage.

Approved February 24, 1902.

---

AN ORDINANCE TO AUTHORIZE THE INSTITUTION OF A SUIT IN EQUITY IN THE JEFFERSON CIRCUIT COURT TO CLOSE ELEVENTH STREET, NORTH OF MONROE OR ROWAN STREET, TO THE CANAL LINE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the City Attorney be and he is hereby authorized and instructed to institute a suit in equity by the city of Louisville, in the Jefferson circuit court, against the owners of property binding on Eleventh street, in the city of Louisville, from the north line of Monroe or Rowan street to the line of the canal, to close said Eleventh street, from the north line of Monroe or Rowan street to the canal line, in accordance with the law governing the closing of streets in the city of Louisville.

§ 2. This ordinance shall take effect from its passage.

Approved June 5, 1897.

---

## AVENUES AND STREETS.

### Narrowed.

AN ORDINANCE TO NARROW THIRTIETH STREET, FROM GRAND AVENUE TO BISMARCK AVENUE, BY TAKING THEREFROM FIVE FEET ON THE EAST SIDE THEREOF, AND AUTHORIZING A QUIT CLAIM DEED FOR SAID FIVE FEET TO THE ABUTTING PROPERTY OWNERS.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That in so far as the General Council of the city of Louisville has power to do so, Thirtieth street, from Grand avenue to Bismarck avenue, be and the same is narrowed five feet

next to the east property line thereof, and the said easterly five feet is hereby discontinued and abandoned as a part of said Thirtieth street.

§ 2. The Mayor is hereby authorized to make a quit claim deed to the abutting property owners of said five feet in consideration of the fact that said Thirtieth street is now and will forever be occupied by the railroad tracks of the Louisville Southern Railway Company, and will, therefore, never be improved or constructed by the city, and that said reduction in width will in nowise interfere with the right-of-way of said railroad company, but will rectify an error made by the former City Engineer of Parkland, Prof. E. M. Murch, in the location of said east property line of Thirtieth street, and this reduction is made for the express purpose of permitting the property owners, who have built buildings upon said five feet, to retain peaceable possession of same.

§ 3. This ordinance shall take effect from and after its passage and publication.

Approved April 2, 1897.

---

AN ORDINANCE TO REDUCE THE WIDTH OF BENTON AVENUE, FROM BARRET AVENUE TO THE INTERSECTION OF BENTON AVENUE AND RANDOLPH STREET FROM 50 FEET TO 15 FEET.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That Benton street, from Barret avenue to the intersection of Benton avenue with Randolph street, be and the same is hereby reduced from 50 feet, its present width, to 15 feet, and said street is hereby declared to be an alley.

*Be it further ordained,* That 17½ feet next to the property-lines on either side of said street does hereby revert to the owners of property on each side of said street and abutting upon same in proportion to the width of their respective lots; and that the Mayor is hereby authorized and requested, for the city of Louisville, and in its name, by quit claim deed, to convey said strip of 17½ feet on each side of said Benton avenue to the respective owners on each side, in proportion to the width of their respective lots.



§ 2. This ordinance to take effect from and after its publication.

Approved February 10, 1897.

---

**Improvement of Kenton and Logan Places as a Part of Market Street.**

**AN ORDINANCE CONCERNING KENTON AND LOGAN PLACES IN MARKET STREET.**

WHEREAS, Kenton and Logan places, in Market street, have heretofore been in the possession and under the control of the Board of Park Commissioners of the city of Louisville as interior parks, and in view of the cost to said board of maintaining and policing the same, and in deference to the wishes of a large number of the owners of property adjacent to said places, the said board has, by resolution heretofore adopted, declared its consent that the city of Louisville may take possession and make use of said places as a part of said street or public way, provided it will pay for the removal of the present improvements thereon to such point as said board may select, and that, upon six months' written notice to the city, the city shall restore said places to said board; now, therefore,

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the proposition of the Board of Park Commissioners to surrender the possession and control to the city of Louisville of Kenton and Logan places, in Market street, as a part of said street or public way, be and the same is hereby accepted.

§ 2. That the Board of Public Works be and it is hereby directed to take possession and control of Kenton and Logan places, in Market street, as a part of said street or public way, and as speedily as practicable to remove the present improvements thereon to such point as the Board of Park Commissioners shall select, and to improve the said places as a part of said street at the cost of the city of Louisville, the expense of such removal and of the improvement of said places as aforesaid to be charged against the appropriation for reconstruction of streets.

§ 3. That in making the improvement of said places, as provided in section 2 of this ordinance, the Board of Public Works shall cause the street-car tracks in Market street to be laid by and at the expense of the Louisville Railway Company in the center of said street when said places in said street shall be improved as a part of said street, according to the plans and specifications to be prescribed by said board, and the work of laying said tracks as aforesaid shall be under the supervision of said board.

§ 4. That this ordinance shall take effect from its passage.

Approved March 14, 1900.

---

#### **Magnolia Avenue, Condemnation of Ground to Extend.**

AN ORDINANCE PROVIDING FOR THE CONDEMNATION OF SUFFICIENT GROUND AND IMPROVEMENTS TO EXTEND MAGNOLIA AVENUE FROM BROOK STREET TO FIRST STREET.

*Be it ordained by the General Council of the city of Louisville :*

That so much ground and improvements as will be necessary to open and extend Magnolia avenue sixty (60) feet in width from Brook street to First street is needed for municipal purposes, and that the City Attorney be and is hereby authorized and directed to institute the necessary proceedings for the condemnation of the same ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 6, 1900.

---

#### **AVENUES AND STREETS.**

##### **Accepting Dedication of.**

AN ORDINANCE ACCEPTING DEDICATION OF ADDITION TO NORTH SIDE OF CAMP STREET FROM PRESTON STREET TO CLAY STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the dedication of a strip of land ten (10) feet wide, lying contiguous to the north line of Camp street, between the

east property line of Preston street and the west property line of Clay street, for the purpose of increasing the width of said Camp street from fifty feet to sixty feet, as evidenced by deed of April 23, 1897, from M. G. B. mes des Monstiers Merinville (nee Caldwell) and her husband, Francois Jean Louis mes des Monstiers Merinville, both of the city of Paris, France, and M. E. B. Von Zedwitz (nee Caldwell), widow, of the Republic of France, to the city of Louisville, be and the same is hereby accepted.

Approved May 7, 1897.

AN ORDINANCE ACCEPTING THE DEDICATION OF THE STREETS AND ALLEYS LAID OFF ON THE "REVISED PLAN OF CAIN'S SUBDIVISION, AS SURVEYED BY THE KENTUCKY TITLE COMPANY, MAY 9, 1900."

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the several streets and alleys laid off on the "Revised plan of Cain's subdivision, as surveyed by the Kentucky Title Company, May 9, 1900," being the plan approved by the Board of Public Works on the 8th day of June, 1900, and the same mentioned in and attached to a deed from Paul Cain and wife and others to the city of Louisville, dated May 22, 1900, be and the same are hereby accepted as public ways of the city of Louisville.

*Provided, however,* that nothing in this ordinance shall in any manner affect or impair any right of the city of Louisville in or to so much of the ground formerly constituting the Cane Run Turnpike Road, as lies within the limits of the subdivision aforesaid, and which road is now owned by the city of Louisville.

§ 2. All ordinances and parts of ordinances in conflict herewith are hereby repealed.

§ 3. This ordinance shall take effect from its passage.

Approved July 2, 1900.

AN ORDINANCE ACCEPTING THE DEDICATION OF A CERTAIN PARCEL OF LAND CONVEYED BY THE LOUISVILLE COTTON OIL COMPANY TO THE CITY OF LOUISVILLE AS A PUBLIC WAY AND EXTENSION OF FLOYD STREET.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the dedication of the parcel of land conveyed by the deed of the Louisville Cotton Oil Company, dated June 19, 1901, to the city of Louisville, recorded in Deed Book No. 554, page 430, of the Jefferson county clerk's office, as a public way and an extension of Floyd street southward to the north line of the right of way of the Southern Railway in Kentucky, be and the same is hereby accepted, and the said parcel of ground shall hereafter be and constitute a public way and part of Floyd street.

§ 2. That this ordinance shall take effect from its passage.

Approved August 9, 1901.

---

## ALLEYS.

### Improvement by Original Construction of.

AN ORDINANCE FOR IMPROVING A PART OF AN ALLEY FROM FIFTEENTH STREET TO A LINE 202 FEET EAST OF FIFTEENTH STREET, AND BEING THE FIRST ALLEY SOUTH OF CHURCHILL STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of the alley from Fifteenth street, to a line 202 feet east of Fifteenth street, and being the first alley south of Churchill street, shall be fifteen (15) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement, according to the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of owners of ground from Fifteenth street to a line 202 feet east of and parallel to Fifteenth street and between Churchill street and Oldham street ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 31, 1901.



AN ORDINANCE FOR IMPROVING PART OF AN ALLEY FROM POPE STREET TO WILLIAM STREET, AND BEING THE FIRST ALLEY SOUTH OF LETTERLE AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of the alley from Pope street to William street, and being the first alley south of Letterle avenue, shall be fifteen (15) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement, according to the plans and specifications on file in the office of the Board of Public Works; and that said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved December 21, 1900.

---

AN ORDINANCE FOR IMPROVING PART OF AN ALLEY FROM H STREET NORTHEAST TO THE FIRST ALLEY SOUTH OF LETTERLE AVENUE, AND BETWEEN POPE STREET AND WILLIAM STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of the alley from H street northeast to the first alley south of Letterle avenue, and between Pope street and William street, shall be fifteen (15) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement, according to the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved December 21, 1900.

AN ORDINANCE FOR IMPROVING A PART OF AN ALLEY FROM ORMSBY AVENUE TO THE SOUTH CURB LINE EXTENDED OF THE FIRST ALLEY SOUTH OF ORMSBY AVENUE, AND BEING THE FOURTH ALLEY EAST OF PRESTON STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of an alley from Ormsby avenue to the south curb line extended of the first alley south of Ormsby avenue, and being the fourth alley east of Preston street, shall be fifteen (15) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the west side of said fourth alley east of Preston street from Ormsby avenue to the first alley south of Ormsby avenue and extending back to a line 280 feet and  $10\frac{1}{4}$  inches east of and parallel to the third alley east of Preston street, and on the east side of said fourth alley east of Preston street from Ormsby avenue to a line passing through a point in the east line of said fourth alley east of Preston street, 164 feet south of Ormsby avenue, and a point in the west line of Shelby street  $37\frac{1}{2}$  feet south of Ormsby avenue and extending back to a line  $282\frac{1}{2}$  feet west of and parallel to Shelby street.

The cost to be equally apportioned among the owners of property, according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved February 5, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF AN ALLEY FROM COOPER STREET TO A LINE 360 FEET NORTHEAST OF AND PARALLEL TO COOPER STREET AND BETWEEN HAMILTON AVENUE AND HULL STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of the alley from Cooper street to a line 360 feet northeast of and parallel to Cooper street and be-

tween Hamilton avenue and Hull street, shall be fifteen (15) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement, according to the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved April 20, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF AN ALLEY FROM THE FIRST ALLEY WEST OF JACKSON STREET TO THE SECOND ALLEY WEST OF JACKSON STREET, AND BETWEEN BRECKINRIDGE AND CALDWELL STREETS.

*Be it ordained by the General Council of the city of Louisville:*

That the carriage-way of the alley from the first alley west of Jackson street to the second alley west of Jackson street, and between Breckinridge and Caldwell streets, shall be fifteen (15) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, according to the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed. •

Approved April 20, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF AN ALLEY FROM WOODBINE STREET NORTH TO THE FIRST ALLEY SOUTH OF ORMSBY AVENUE, AND BEING THE FIRST ALLEY WEST OF PRESTON STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of the alley from Woodbine street north to the first alley south of Ormsby avenue, and being the first alley west of Preston street, shall be fifteen (15) feet in

width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, according to the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 2, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF AN ALLEY FROM KENTUCKY STREET SOUTH 105 FEET, AND BEING THE FIRST ALLEY WEST OF PRESTON STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of the alley from Kentucky street south 105 feet, and being the first alley west of Preston street, shall be fifteen (15) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, according to the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 27, 1903.

---

AN ORDINANCE FOR IMPROVING PART OF AN ALLEY FROM BRANDEIS AVENUE TO AVERY AVENUE, AND BETWEEN THIRD AND FOURTH STREETS.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of the alley from Brandeis avenue to Avery avenue, and between Third and Fourth streets, shall be thirteen (13) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, according to the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved July 14, 1903.



AN ORDINANCE FOR IMPROVING PART OF AN ALLEY FROM KENTUCKY STREET TO ST. CATHERINE STREET, AND BEING THE FIRST ALLEY EAST OF LOGAN STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of the alley from Kentucky street to St. Catherine street, and being the first alley east of Logan street, shall be twelve (12) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, according to the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved July 28, 1903.

AN ORDINANCE FOR IMPROVING PART OF AN ALLEY FROM SWAN STREET TO THE FIRST ALLEY EAST OF LOGAN STREET AND BETWEEN KENTUCKY AND ST. CATHERINE STREETS.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of the alley from Swan street to the first alley east of Logan street and between Kentucky and St. Catherine streets, shall be twelve (12) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, according to the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved July 28, 1903.

AN ORDINANCE FOR IMPROVING A PART OF AN ALLEY FROM LONGEST AVENUE TO A LINE 450 FEET NORTHWEST OF AND PARALLEL TO LONGEST AVENUE, AND BETWEEN EAST BROADWAY AND EVERETT AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of the alley from Longest avenue to a line 450 feet northwest of and parallel to Longest ave-

nue, and between East Broadway and Everett avenue, shall be fifteen (15) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, according to the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved July 28, 1903.

---

AN ORDINANCE FOR IMPROVING PART OF AN ALLEY FROM TRANSIT AVENUE TO SLAUGHTER LANE OR AVENUE, AND BETWEEN EAST BROADWAY AND EVERETT AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of the alley from Transit avenue to Slaughter lane or avenue, and between East Broadway and Everett avenue, shall be fifteen (15) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, according to the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved July 28, 1903.

---

AN ORDINANCE FOR IMPROVING PART OF AN ALLEY FROM EVERETT AVENUE TO THE FIRST ALLEY SOUTH OF EVERETT AVENUE, AND BEING THE FIRST ALLEY EAST OF TRANSIT AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of the alley from Everett avenue to the first alley south of Everett avenue, and being the first alley east of Transit avenue, shall be twelve (12) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, according to the plans and specifications on file in the office of the Board of Public Works, and that

said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved July 28, 1903.

AN ORDINANCE FOR IMPROVING PART OF AN ALLEY FROM TWENTY-FIFTH STREET TO TWENTY-SIXTH STREET, AND BETWEEN GRIFFITHS AVENUE AND SLEVIN STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of the alley from Twenty-fifth street to Twenty-sixth street, and between Griffiths avenue and Slevin street, shall be fifteen (15) feet in width, and shall be improved by grading, curbing, and paving with the brick or block pavement, according to the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved July 28, 1903.

AN ORDINANCE FOR IMPROVING A PART OF AN ALLEY, FROM AVERY AVENUE TO THE NORTH LINE OF THE FIRST ALLEY SOUTH OF AVERY AVENUE, AND BEING THE FIRST ALLEY WEST OF FOURTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of the alley, from Avery avenue to the north line of the first alley south of Avery avenue, and being the first alley west of Fourth street, shall be eight (8) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the east side of said alley, from Avery avenue to the first alley south of Avery avenue, and extending back to

Fourth street, and on the west side of said alley from Avery avenue to the center line extended to the first alley south of Avery avenue, and extending back to a line 200 feet west of and parallel to Fourth street.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 2, 1903.

---

AN ORDINANCE FOR IMPROVING A PART OF THE FIRST ALLEY SOUTH OF AVERY AVENUE, FROM THE WEST LINE OF FOURTH STREET TO THE WEST CURB LINE OF THE FIRST ALLEY WEST OF FOURTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of the first alley south of Avery avenue, from the west line of Fourth street to west curb line of the first alley west of Fourth street, shall be ten (10) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement. Said work shall be done in accordance with the plans and specifications on file in the office of the Board of Public Works, and at the cost of owners of ground on the north side of the center line and the center line extended of said first alley south of Avery avenue, from Fourth street to a line 200 feet west of and parallel to Fourth street, and extending back to the south line of Brandeis avenue extended from the east, and on the south side of the center line and the center line extended of said first alley south of Avery avenue, from Fourth street to a line 200 feet west of and parallel to Fourth street, and extending back to a line midway between the first and second alleys south of Avery avenue.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 2, 1903.



AN ORDINANCE FOR IMPROVING PART OF AN ALLEY FROM EIGHTEENTH STREET TO NINETEENTH STREET, AND BEING THE FIRST ALLEY SOUTH OF MAGAZINE STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of the alley from Eighteenth street to Nineteenth street, and being the first alley south of Magazine street, shall be fifteen (15) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, according to the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 9, 1903.

---

AN ORDINANCE FOR IMPROVING PART OF AN ALLEY FROM TWENTY-FIRST STREET WEST, THENCE NORTH TO THE FIRST ALLEY SOUTH OF GRIFFITHS AVENUE, AND BEING THE FIRST ALLEY NORTH OF DUNCAN STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of the alley from Twenty-first street west, thence north to the first alley south of Griffiths avenue, and being the first alley north of Duncan street, shall be eight (8) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, according to the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of ground, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 9, 1903.

AN ORDINANCE FOR IMPROVING PART OF AN ALLEY, FROM  
TWENTY-FOURTH STREET TO TWENTY-FIFTH STREET, AND BE-  
TWEEN GRIFFITHS AVENUE AND ST. XAVIER STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of the alley from Twenty-fourth street to Twenty-fifth street, and between Griffiths avenue and St. Xavier street, shall be fifteen (15) feet in width, and shall be improved by grading, curbing, and paving with the vitrified brick or block pavement, according to the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 9, 1903.

---

AN ORDINANCE FOR IMPROVING PART OF AN ALLEY FROM  
WINTER AVENUE TO THE NORTHWEST LINE EXTENDED OF THE  
FIRST ALLEY NORTHWEST OF WINTER AVENUE, AND BEING  
THE FIRST ALLEY SOUTHWEST OF EDWARD STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of the alley from Winter avenue to the northwest line extended of the first alley northwest of Winter avenue, and being the first alley southwest of Edward street, shall be fifteen (15) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, according to the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 22, 1903.

AN ORDINANCE FOR IMPROVING PART OF AN ALLEY, FROM HANCOCK STREET TO THE FIRST ALLEY EAST OF HANCOCK STREET, AND BEING THE FIRST ALLEY NORTH OF CALDWELL STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the carriage-way of the alley from Hancock street to the first alley east of Hancock street, and being the first alley north of Caldwell street, shall be eight (8) feet in width, and shall be improved by grading, curbing, and paving with the vitrified block pavement, according to the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of ground, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 22, 1903.

ALLEY.

Narrowed.

AN ORDINANCE TO NARROW THE FIRST ALLEY SOUTH OF ST. CATHERINE STREET, BETWEEN SIXTH STREET AND GARVIN PLACE, SOMETIMES CALLED BERTRAND STREET, BY TAKING THEREFROM FIVE FEET OF EACH SIDE THEREOF, AND AUTHORIZING A QUIT CLAIM DEED FOR SAID FIVE FEET ON EACH SIDE TO THE ABUTTING PROPERTY OWNERS.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the first alley south of St. Catherine street, between Sixth street and Garvin place, sometimes called Bertrand street, be narrowed by taking therefrom five feet on each side thereof next to the property line, and discontinuing and abandoning the said five feet on each side thereof as a public way of the city of Louisville.

§ 2. That the Mayor is authorized to make a quit claim deed to the abutting property holders along said alley, on each side thereof, of the said five feet adjoining the property of each and all of said owners.

§ 3. This ordinance shall take effect from and after its publication.

Approved September 28, 1896.

**ALLEYS.****Authorizing Institution of Suit to Close.**

AN ORDINANCE TO AUTHORIZE THE INSTITUTION OF A SUIT IN EQUITY IN THE JEFFERSON CIRCUIT COURT TO CLOSE THE ALLEYS IN THE BLOCK LYING BETWEEN TENTH AND ELEVENTH STREETS, AND MONROE OR ROWAN STREET AND THE CANAL LINE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the City Attorney be and he is hereby authorized and instructed to institute a suit in equity by the city of Louisville in the Jefferson circuit court against the owners of property within the block lying between Tenth and Eleventh streets, and Monroe or Rowan street and the canal line, to close the alleys in said block, in accordance with the law governing the closing of streets in the city of Louisville.

§ 2. This ordinance shall take effect from its passage.

Approved June 5, 1897.

---

AN ORDINANCE TO AUTHORIZE THE INSTITUTION OF A SUIT IN EQUITY IN THE JEFFERSON CIRCUIT COURT TO CLOSE THE ALLEYS IN THE BLOCK LYING BETWEEN ELEVENTH AND TWELFTH STREETS, AND MONROE OR ROWAN STREET AND THE CANAL LINE.

*Be it ordained by the General Council of the city of Louisville;*

§ 1. That the City Attorney be and he is hereby authorized and instructed to institute a suit in equity by the city of Louisville in the Jefferson circuit court against the owners of property within the block lying between Eleventh and Twelfth streets and Monroe or Rowan street and the canal line, to close the alleys in said block, in accordance with the law governing the closing of streets in the city of Louisville.

§ 2. This ordinance shall take effect from its passage.

Approved June 5, 1897.



AN ORDINANCE TO AUTHORIZE THE CLOSING OF AN ALLEY BETWEEN OAK AND DUMESNIL STREETS ON THE WEST SIDE OF SEVENTH STREET AND EXTENDING FROM SEVENTH STREET TO THE LOUISVILLE & NASHVILLE RAILROAD.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That whereas, the owners of all the property lying on both sides thereof have consented in writing thereto, so much of the alley between Oak and Dumesnil streets and west of Seventh street, between Seventh street and the Louisville & Nashville railroad, as lies west of a line drawn from a point on the south side of Oak street 557 feet west of Seventh street to a point on the south side of said alley, may be closed by the Turner, Day & Woolworth Manufacturing Company, the owner of the property on both sides of said alley lying west of said line ; provided that said company shall open and dedicate for public use a strip of land 15 feet wide as the continuation of said alley to Oak street, which said strip of land lies on the south side of Oak street, beginning at a point 542 feet west of Seventh street and running west 15 feet, and of that width southwardly 156 feet and 3 inches to said alley. And when said deed of dedication shall be made to the city of Louisville and lodged for record, said portion of said alley lying west of said line above described shall be closed and cease to be a public alley, but not otherwise.

§ 2. This ordinance shall take effect from and after its passage.

Approved August 21, 1901.

AN ORDINANCE TO AUTHORIZE THE CLOSING OF THE ALLEY BETWEEN SHIPP AND JARVIS AVENUES, WHERE THE SAME DIVIDES THE LANDS OF THE STANDARD SANITARY MANUFACTURING COMPANY.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the City Attorney be and he is hereby authorized and instructed to institute a suit in equity by the city of Louisville, in Jefferson circuit court, against the owners of property

binding on the alley between Shipp and Jarvis avenues, where the said alley divides the lands of the Standard Sanitary Manufacturing Company, to close said alley within the following boundaries, to-wit:

Beginning at a point  $398\frac{8}{10}$  feet in a southwesterly direction from the intersection of the Louisville & Nashville Railroad Company's right-of-way with the eastern line of the Southwestern Iron Works, in the northern line of said alley, thence northwesterly 420 feet, more or less, to a 15-foot alley, thence southeasterly 15 feet, thence southeasterly  $418\frac{9}{10}$  feet, thence northeasterly 15 feet to the point of beginning, as shown on the map hereto attached.

§ 2. That this ordinance shall take effect from its passage.

Approved May 1, 1901.

---

AN ORDINANCE TO AUTHORIZE THE CLOSING OF THE ALLEY  
BETWEEN WILSON AND ORMSBY AVENUES AND FOURTEENTH  
AND FIFTEENTH STREETS, WHERE THE SAME DIVIDES THE  
LAND OF THE PEERLESS MANUFACTURING COMPANY.

*Be it ordained by the General Council of the city of Louisville:*

§ 1. That the City Attorney be and he is hereby authorized and instructed to institute a suit in equity by the city of Louisville, in the Jefferson circuit court, against the owners of property binding the alley between Wilson and Ormsby avenues, where the said alley divides the lands of the Peerless Manufacturing Company, to close said alley within the following boundaries, to-wit: Beginning at Fifteenth street and running east 345 feet to Fourteenth street, as shown on the map hereto attached.

§ 2. That this ordinance shall take effect from its passage.

Approved August 30, 1901.

**ALLEY.****Extension of.**

AN ORDINANCE PROVIDING FOR THE CONDEMNATION OF SUFFICIENT GROUND AND IMPROVEMENTS TO EXTEND THE ALLEY FROM AN ALLEY 180 FEET SOUTH OF BROADWAY TO YORK STREET, AND BETWEEN SIXTH AND SEVENTH STREETS.

*Be it ordained by the General Council of the city of Louisville :*

That so much ground and improvements as will be necessary to open and extend the alley from an alley one hundred and eighty feet south of Broadway, to York street, and between Sixth and Seventh streets, twenty (20) feet in width, is needed for municipal purposes, and that the City Attorney be and he is hereby authorized and directed to institute the necessary proceedings for the condemnation of the same ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved February 8, 1897.

**ALLEY.****Accepting the Dedication of.**

AN ORDINANCE ACCEPTING THE DEDICATION OF THE ALLEYS IN THE BLOCK BOUNDED BY BAXTER AVENUE, BROADWAY, RUBEL AVENUE, AND BRECKINRIDGE STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the dedication of the alleys in the block bounded by Baxter avenue on the northeast, Breckinridge street on the southeast, Rubel avenue on the southwest and west, and Broadway on the north, as shown on the accompanying plat, be and is hereby accepted.

Approved April 24, 1897.

**ALLEY.****Occupation of.**

WHEREAS, Geo. Linz, now deceased, through error or inadvertence, erected a small portion of his house on part of the alley running north and south between Shelby street and Clay street, south of Camp street, which house, together with a lot on which it was supposed to stand, has since been purchased by Minnie Heissman from his heirs, and has been conveyed to her by the commissioner of the Jefferson circuit court; now, in order to quiet her right of possession to the eastern few inches of said house,

*Be it ordained by the General Council of the city of Louisville:*

That said Minnie Heissman, in consideration of the sum of five dollars, be and she is hereby authorized and allowed to use and occupy a strip of land fronting four inches on the south side of Camp street, with a depth of one hundred and thirty-five feet to the alley, beginning one hundred and sixty-nine feet and eight inches west of Shelby street; thence running westwardly said four inches; *provided*, that this permission shall cease whenever the said house shall cease to occupy said portion of the alley. And the Mayor is hereby authorized to make said Minnie Heissman a deed evidencing said permission.

Approved May 21, 1897.

---

**ALLEY.****Authorizing Closing of.**

AN ORDINANCE CLOSING THE TWENTY-FOOT ALLEY ON THE NORTH SIDE OF BRECKINRIDGE STREET, 180 FEET WEST OF BAXTER AVENUE, RUNNING 200 FEET NORTHWARDLY TO A TWELVE FOOT ALLEY, SAID ALLEY BEING IN THE BLOCK BOUNDED BY BAXTER AVENUE, RUBEL AVENUE, BROADWAY AND BRECKINRIDGE STREETS.

*Be it ordained by the General Council of the city of Louisville:*

§ 1. That, in so far as the General Council of the city has the power so to do, the twenty foot alley on the north side of



Breckinridge street, 180 feet west of Baxter avenue, running 200 feet northwardly to a twelve foot alley, is hereby closed and discontinued as a public way of the city of Louisville, and is shown on the map attached hereto, and made a part hereof, in pink, said alley being in the block bounded by Baxter avenue, Rubel avenue, Broadway and Breckinridge streets.

§ 2. The City Attorney is hereby directed to institute proceedings in the proper court to carry out the provisions of this ordinance.

§ 3. This ordinance shall take effect from and after its publication.

Approved October 1, 1896.

---

### CEMETERY, WESTERN.

AN ORDINANCE IN REGARD TO THE WESTERN CEMETERY.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the cemetery on Jefferson street, known as the Western Cemetery, be and the same is hereby closed as a cemetery, and no person shall be interred therein.

§ 2. The Health Officer is directed not to grant any permit for burial in said cemetery.

§ 3. This ordinance to take effect from and after its publication.

Approved April 25, 1894.

---

### CISTERN.

Construction of.

AN ORDINANCE TO CONSTRUCT A CISTERN AT OR NEAR THE INTERSECTION OF THIRTY-NINTH STREET AND RUDD AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That a cistern shall be constructed at or near the intersection of Thirty-ninth street and Rudd avenue of the capacity of 200 barrels.

Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the west side of Thirty-ninth street, from a line midway between Rudd and Missouri avenues to a line midway between Rudd and High avenues and extending back to a line 210 feet west of and parallel to Thirty-ninth street, and on the east side of Thirty-ninth street, from a line midway between Rudd and Missouri avenues to a line midway between Rudd and High avenues and extending back to a line midway between Thirty-ninth and Thirty-eighth streets.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 13, 1902.

---

### CLOCK.

#### On Fourth Street.

#### AN ORDINANCE PERMITTING THE ROGERS & POTTINGER JEWELRY AND OPTICAL COMPANY TO MAINTAIN CLOCK NOW IN FRONT OF THE STORE ON FOURTH STREET.

WHEREAS, The Rogers & Pottinger Jewelry and Optical Company has at great expense erected and for a long time has maintained in front of its store an ornamental clock, and has at great expense maintained and kept said clock in order, and the said clock is an ornament to the city of Louisville and of great public benefit, and the said company agrees to continue to keep said clock in good condition and furnish correct time; now, therefore,

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the said Rogers & Pottinger Jewelry and Optical Company be and it is hereby authorized and permitted to maintain and keep said clock at the place where the same is now located on Fourth street, in front of its store.

This ordinance, having been vetoed by the Mayor on the 31st day of December, 1895, was passed on said day by the General Council, notwithstanding said veto.

R. T. JACOB, JR., C. B. A.

## DISTILLERY COMPANIES.

### Granting Right of Way to.

AN ORDINANCE GRANTING A RIGHT OF WAY TO THE RUGBY DISTILLERY COMPANY AND THE J. G. MATTINGLY DISTILLERY COMPANY TO CONSTRUCT AND OPERATE A RAILROAD TRACK FROM THE TRACKS OF THE KENTUCKY AND INDIANA BRIDGE COMPANY AT OR NEAR THIRTIETH STREET AND RUDD AVENUE TO THIRTY-FIRST STREET AND MISSOURI AVENUE, AND THROUGH MISSOURI AVENUE TO FORTY-FIRST STREET.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Rugby Distillery Company and J. G. Mattingly Distillery Company are hereby granted the right of way, so far as the city of Louisville has power to grant the same, to construct, maintain, and operate a single track railroad from the tracks of the Kentucky and Indiana Bridge Company, at or near Thirtieth and Rudd avenue, to Thirty-first street and Missouri avenue, and through Missouri avenue to Forty-first street, and to connect their distilleries at Thirty-sixth and Missouri avenue and Forty-first and Missouri avenue, with said railroad track, as shown by the accompanying plat.

§ 2. All persons owning or operating any warehouse, lumber yard, elevator, distillery, tannery, or other manufacturing or business establishment along or upon said Missouri avenue shall have the privilege and right, when granted by the General Council, to connect the same by a switch with the said railroad track, and shall have and enjoy the right to use the said track, for the receipt and delivery of freight in car-load quantities, upon equal terms with all other persons connected therewith for similar purposes, and all persons or corporations so connecting their business establishments with the said railroad track, as aforesaid,

shall have the right to receive and ship freight from cars directly at their said places of business, as their business may require, and no discrimination shall be shown in favor of one shipper over another, but the owners and operators of said railroad track aforesaid shall at all times furnish the necessary motive power to haul cars in and out from said various establishments with all reasonable promptness and dispatch.

§ 3. The charges for hauling cars to and from the various establishments connected with said railroad track by switches shall be uniform.

§ 4. The owners of the railroad track herein authorized to be constructed shall permit the free use of their track to any person or company wishing to connect with it for the purpose of extending same to Shawnee Park.

§ 5. No locomotive or train upon said track shall be run at a rate of speed exceeding six miles per hour.

§ 6. The said track and switches shall be constructed under the supervision of the Board of Public Works, and shall be constructed so as to conform to the established grade of the streets upon which they are constructed, and so as not to obstruct the ordinary use of said streets, and so much of said streets as shall be occupied by said track and switches and proper crossings at all intersections of streets shall be kept in repair at the sole and exclusive cost of the person or persons owning said track or switches. To enable the city to improve said streets or to construct or repair said streets or sewer in or along the same, it may at any time, upon reasonable notice, require the said track and switches to be temporarily removed or protected by the owners, and exclusively at their cost, so as not to impede or obstruct the repairs and improvements aforesaid.

§ 7. That said distillery companies agree to hold the city of Louisville harmless from any loss or damage caused by the erection, use, and operation of said grant herein contained.

§ 8. The tracks herein authorized shall be completed within twelve months from the date of approval of this ordinance, otherwise this ordinance shall be null and void.

Approved April 8, 1895.



### HYDRANTS.

AN ORDINANCE TO ERECT A FIRE HYDRANT IN TWELFTH STREET, BETWEEN MAPLE AND LEXINGTON STREETS.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected in Twelfth street, between Maple and Lexington streets. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the east side of Twelfth street, from Maple street to Lexington street, and extending back to a line midway between Twelfth and Eleventh streets; and on the west side of Twelfth street, from Maple street to Lexington street, and extending back to a line midway between Twelfth and Thirteenth streets.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved September 16, 1902.

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR THE INTERSECTION OF ORMSBY AVENUE AND THE FIRST ALLEY WEST OF SHELBY STREET.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near the intersection of Ormsby avenue and the first alley west of Shelby street.

Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the north side of Ormsby avenue, from the west line of Shelby street to a line 35 1/2 feet

west of and parallel to Shelby street and extending back to a line midway between Ormsby avenue and Camp street, and on the south side of Ormsby avenue, from the west line of Shelby street to a line  $352\frac{1}{2}$  feet west of and parallel to Shelby street and extending back to a line passing through a point in the west line of Shelby street  $37\frac{1}{2}$  feet south of Ormsby avenue and a point in the center line of Clay street extended from the north,  $159\frac{1}{2}$  feet south of Ormsby avenue.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 13, 1902.

---

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR A POINT IN FLOYD STREET, 500 FEET SOUTH OF H STREET.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near a point in Floyd street, 500 feet south of H street. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the east side of Floyd street, from a line 250 feet south of and parallel to H street to a line 750 feet south of and parallel to H street, and extending back to a line  $132\frac{1}{4}$  feet east of and parallel to Floyd street, and on the west side of Floyd street from a line 810 feet south of and parallel to G street to a line 1,310 feet south of and parallel to G street, and extending back to a line  $262\frac{1}{2}$  feet west of and parallel to Floyd street.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 13, 1902.

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR THE  
INTERSECTION OF BROADWAY AND CENTER STREET.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near the intersection of Broadway and Center street.

Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the north side of Broadway, from a line midway between Center and Fifth streets to a line midway between Center and Sixth streets and extending back to a line 747 feet south of and parallel to Chestnut street ; and on the south side of Broadway, from a line 79½ feet west of and parallel to Fifth street to a line 100½ feet east of and parallel to Sixth street and extending back to a line midway between Broadway and York street.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 13, 1902.

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR  
THE NORTHEAST CORNER OF PRESTON AND OAK STREETS.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near the northeast corner of Preston and Oak streets.

Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of owners of property on the east side of Preston street, from a line 185 feet south of and parallel to St. Catherine street to a line 120 feet north of and parallel to Guendaline avenue and extending back to a line 249⅓ feet east of and parallel to

Preston street, and on the west side of Preston street from a line 440½ feet south of and parallel to St. Catherine street to Oak street and extending back to a line midway between Preston and Floyd streets.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 13, 1902.

---

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR THE INTERSECTION OF MELLWOOD AVENUE AND JOSEPH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near the intersection of Mellwood avenue and Joseph street.

Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the northwest side of Mellwood avenue, from a line midway between Barbour and Pope avenues to a line 103 feet southwest of and parallel to Richmond avenue and extending back to a line midway between Mellwood and Ludlow avenues; and on the southeast side of Mellwood avenue, from a line at right angles to Mellwood avenue, passing through a point in the southeast line of Mellwood avenue, 257 feet southwest of Joseph street, to a line midway between Joseph street and Frank avenue, and extending back to a line midway between Mellwood and Bertie avenues.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 13, 1902.



---

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR  
THE INTERSECTION OF MELLWOOD AND FRANK AVENUES.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near the intersection of Mellwood and Frank avenues.

Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the northwest side of Mellwood avenue, from a line 103 feet southwest of and parallel to Richmond avenue to Shiloh avenue and extending back to a line 90 feet northwest of and parallel to Mellwood avenue, and on the southeast side of Mellwood avenue, from a line midway between Frank avenue and Joseph street to a line at right angles to Mellwood avenue, passing through a point in the southeast line of Mellwood avenue 290 feet northeast of Frank avenue and extending back to a line 200 feet southeast of and parallel to Mellwood avenue.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 13, 1902.

---

AN ORDINANCE TO ERECT A FIRE HYDRANT IN MAIN STREET,  
BETWEEN HANCOCK STREET AND CLAY STREET.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected in Main street, between Hancock street and Clay street.

Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the north side of Main street, from Hancock street to Clay street, and extending back

to a line passing through a point in the west line of Clay street, 102 feet north of Main street, and extending thence west parallel to Main street to a point  $26\frac{1}{4}$  feet east of the east line of Hancock street, and thence in a southwesterly direction to a point in the east line of Hancock street 77 feet north of Main street, and on the south side of Main street from Hancock street to Clay street, and extending back to a line midway between Main and Market streets.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 13, 1902.

---

AN ORDINANCE TO ERECT THREE FIRE HYDRANTS IN HALDEMAN AVENUE, BETWEEN FRANKFORT AVENUE AND A LINE 960 FEET NORTHWARD FROM AND PARALLEL TO FRANKFORT AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That three six (6) inch fire hydrants shall be erected in Haldeman avenue, between Frankfort avenue and a line 960 feet northward from and parallel to Frankfort avenue. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the westerly side of Haldeman avenue, from Frankfort avenue to a line at right angles to Haldeman avenue, passing through a point in the center line of Haldeman avenue, 1,175 feet northward from Frankfort avenue, and extending back to a line midway between Haldeman and State avenues; and on the easterly side of Haldeman avenue, from Frankfort avenue to said line, 1,175 feet northward from Frankfort avenue, and extending back  $224\frac{3}{4}$  feet to a line parallel to Haldeman avenue, extending from Frankfort avenue northward 642 feet; thence in a northeasterly direction to a point northward from Frankfort avenue  $707\frac{1}{2}$  feet, measured parallel to Halde-

man avenue, and 262½ feet from Haldeman avenue; thence northward parallel to Haldeman avenue.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

---

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR THE INTERSECTION OF FIFTEENTH AND ZANE STREETS.

*Be it ordained by the General Council of the city of Louisville:*

That a six (6) inch fire hydrant shall be erected at or near the intersection of Fifteenth and Zane streets. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the east side of Fifteenth street, from a line 202½ feet south of and parallel to Kentucky street to a line 57 feet south of and parallel to Zane street, and extending back to a line midway between Fifteenth and Thirteenth streets; and on the west side of Fifteenth street from a line 202½ feet south of and parallel to Kentucky street to a line midway between Prentice and Harney streets, and extending back to a line midway between Fifteenth and Sixteenth streets.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

---

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR THE INTERSECTION OF FIFTEENTH AND OLDHAM STREETS.

*Be it ordained by the General Council of the city of Louisville:*

That a six (6) inch fire hydrant shall be erected at or near the

intersection of Fifteenth and Oldham streets. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the east side of Fifteenth street, from a line midway between Oldham and Churchill streets to a line midway between Oldham and Oak streets, and extending back to a line midway between Fifteenth and Thirteenth streets; and on the west side of Fifteenth street from Gallagher street to O'Hara street and extending back to a line midway between Fifteenth and Sixteenth streets. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

---

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR  
THE INTERSECTION OF FIFTEENTH AND CHURCHILL STREETS.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near the intersection of Fifteenth and Churchill streets. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the east side of Fifteenth street, from a line  $47\frac{3}{4}$  feet north of and parallel to Churchill street to a line midway between Churchill and Oldham streets, and extending back to a line midway between Fifteenth and Thirteenth streets; and on the west side of Fifteenth street from a line  $47\frac{3}{4}$  feet south of and parallel to Harney street to Gallagher street, and extending back to a line midway between Fifteenth and Sixteenth streets. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.



---

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR THE  
INTERSECTION OF FIFTEENTH AND HARNEY STREETS.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near the intersection of Fifteenth and Harney streets. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the east side of Fifteenth street, from a line 57 feet south of and parallel to Zane street to a line  $47\frac{3}{4}$  feet north of and parallel to Churchill street, and extending back to a line midway between Fifteenth street and Thirteenth street; and on the west side of Fifteenth street, from a line midway between Prentice and Harney streets to a line  $47\frac{3}{4}$  feet south of and parallel to Harney street, and extending back to a line midway between Fifteenth and Sixteenth streets.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

---

AN ORDINANCE TO ERECT THREE FIRE HYDRANTS IN CHARLES STREET, BETWEEN KRIEGER STREET EXTENDED FROM THE NORTHEAST, AND THE NORTHWEST LINE OF ELLISON STREET EXTENDED FROM THE SOUTHWEST.

*Be it ordained by the General Council of the city of Louisville :*

That three six (6) inch fire hydrants shall be erected in Charles street, between Krieger street extended from the northeast, and the northwest line of Ellison street extended from the southwest. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the northeasterly side of Charles street, from a line 165 feet southeast of and parallel

to Krieger street to a line midway between Dandridge avenue and Ellison street extended from the southwest, and extending back to a line midway between Charles street and Ellison avenue; and on the southwesterly side of Charles street from a line 165 feet southeast of and parallel to Krieger street extended from the northeast to a line midway between Dandridge avenue and Ellison street extended from the southwest, and extending back to a line midway between Charles and Samuel streets. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

---

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR THE INTERSECTION OF PORTLAND AVENUE AND FOURTEENTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near the intersection of Portland avenue and Fourteenth street. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the northeast side of Portland avenue, from Bohne street to a line at right angles to Portland avenue, passing through the point of intersection of the northeast line of Portland avenue and a line midway between Fourteenth and Fifteenth streets extended from the south, and extending back to a line midway between Portland avenue and High street; and on the southwest side of Portland avenue, from a line midway between Fourteenth and Thirteenth streets to a line midway between Fourteenth and Fifteenth streets, and extending back to a line midway between Portland avenue and Rowan street.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground

owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

---

AN ORDINANCE TO ERECT TWO FIRE HYDRANTS IN KENTUCKY STREET, BETWEEN SWAN STREET EXTENDED AND A LINE MIDWAY BETWEEN LOGAN STREET AND UNDERHILL STREET EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That two six (6) inch fire hydrants shall be erected in Kentucky street, between Swan street extended and a line midway between Logan street and Underhill street extended.

Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the north side of Kentucky street, from the center line of Swan street extended to a line midway between Underhill street and Logan street on the south and Logan street on the south extended and extending back to a line midway between Kentucky street and Adair street and Adair street extended; and on the south side of Kentucky street, from Swan street to a line midway between Logan street and Underhill street extended and extending back to a line midway between Kentucky and St. Catherine streets.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR A  
POINT IN LYTLE STREET 175 FEET WEST OF FIFTEENTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near a point in Lytle street, 175 feet west of Fifteenth street. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the north side of Lytle and Duncan streets, from Fifteenth street to a line 525 feet southeast of and parallel to Seventeenth street, and extending back to a line 142½ feet southwest of and parallel to Portland avenue ; and on the south side of Lytle and Duncan streets, from Fifteenth street to a line 525 feet southeast of and parallel to Seventeenth street, and extending back to the center line and the center line extended of, the first alley south of Lytle and Duncan streets. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR A  
POINT IN PORTLAND AVENUE MIDWAY BETWEEN FIFTEENTH  
AND SEVENTEENTH STREETS.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near a point in Portland avenue midway between Fifteenth and Seventeenth streets. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the northeast side of Portland avenue, from a line 175 feet southeast of and parallel to Seventeenth street extended from the southwest to a



line 525 feet southeast of and parallel to Seventeenth street extended from the southwest, and extending back to a line midway between Portland avenue and High street, and on the southwest side of Portland avenue, from a line 175 feet southeast of and parallel to Seventeenth street to a line 525 feet southeast of and parallel to Seventeenth street and extending back to a line 142½ feet southwest of and parallel to Portland avenue. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

---

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR THE INTERSECTION OF THIRD STREET AND ORMSBY AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near the intersection of Third street and Ormsby avenue. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the east side of Third street, from a line midway between Ormsby avenue and Oak street to a line midway between Ormsby avenue and Park avenue extended, and extending back to a line midway between Third and Second streets; and on the west side of Third street, from a line midway between Ormsby avenue and Oak street to a line midway between Ormsby and Park avenues, and extending back to a line midway between Third and Fourth streets.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR  
THE INTERSECTION OF NINTH AND HILL STREETS.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near the intersection of Ninth and Hill streets. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on both sides of Hill street, from a line midway between Ninth and Seventh streets to a line midway between Ninth and Tenth streets, and extending back on the north to a depth of 277 feet, and on the south to a depth of 225 feet.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

---

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR  
THE INTERSECTION OF TENTH AND HILL STREETS.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near the intersection of Tenth and Hill streets. Said work shall be executed under the supervision of the Board of Public Works and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on both sides of Hill street from a line midway between Tenth and Ninth streets to a line 210 feet west of and parallel to Tenth street, and extending back on the north to a depth of 260 feet, and on the south to a depth of 225 feet. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

---

AN ORDINANCE TO ERECT A FIRE HYDRANT IN STORY AVENUE,  
BETWEEN POCAHONTAS AND BUCHANAN STREETS EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected in Story avenue, between Pocahontas and Buchanan streets extended. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the north side of Story avenue, from Pocahontas street to Buchanan streets, and extending back to a line midway between Story avenue and Washington street, and on the south side of Story avenue, from the center line of Pocahontas street extended to Bickel avenue and extending back to a line midway between Story avenue and Main street. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

---

AN ORDINANCE TO ERECT A FIRE HYDRANT IN STORY AVENUE,  
BETWEEN CABEL AND POCAHONTAS STREETS EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected in Story avenue, between Cabel and Pocahontas streets extended. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on the north side of Story avenue, from Cabel to Pocahontas streets, and extending back to a line midway Story avenue and Washington street, and on the south side of Story avenue from the center line of Cabel street extended to the center line of Pocahontas street extended, and extending back to a line midway between Story avenue and Main street. The cost to be equally apportioned among the owners of prop-

erty according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

---

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR  
THE INTERSECTION OF HILL AND ELEVENTH STREETS.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near the intersection of Hill and Eleventh streets. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on both sides of Hill street, from a line 128 feet east of and parallel to Eleventh street to a line midway between Eleventh and Twelfth streets, and extending back on the north to a depth of 260 feet and on the south to a depth of 225 feet. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

---

AN ORDINANCE TO ERECT A FIRE HYDRANT IN HILL STREET,  
BETWEEN TENTH AND ELEVENTH STREETS.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected in Hill street, between Tenth and Eleventh streets. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property



on both sides of Hill street, from a line 210 feet west of and parallel to Tenth street to a line 128 feet east of and parallel to Eleventh street, and extending back on the north to a depth of 260 feet, and on the south to a depth of 225 feet.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

---

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR THE INTERSECTION OF HILL AND TWELFTH STREETS.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near the intersection of Hill and Twelfth streets. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on both sides of Hill street, from a line midway between Twelfth and Eleventh streets to a line 105 feet west of and parallel to Twelfth street and Twelfth street extended, and extending back on the north to a depth of 260 feet and on the south to a depth of 225 feet.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

---

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR A POINT IN HILL STREET, 210 FEET WEST OF TWELFTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near a

point in Hill street, 210 feet west of Twelfth street. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on both sides of Hill street, from a line 105 feet west of and parallel to Twelfth street and Twelfth street extended to a line 315 feet west of and parallel to Twelfth street and Twelfth street extended, and extending back on the north to a depth of 260 feet, and on the south to a depth of 225 feet. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

---

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR  
A POINT IN BROADWAY, 600 FEET WEST OF THIRTY-SECOND  
STREET EXTENDED FROM THE SOUTH.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near a point in Broadway, 600 feet west of Thirty-second street extended from the south. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on both sides of Broadway, from a line 343 feet west of and parallel to Thirty-second street and Thirty-second street extended from the south to a line at right angles to Broadway, passing through a point in the center line of Broadway, 900 feet west of Thirty-second street extended from the south, and extending back, north and south, respectively, to a depth of 200 feet. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR A POINT IN BROADWAY, 1,200 FEET WEST OF THIRTY-SECOND STREET EXTENDED FROM THE SOUTH.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near a point in Broadway, 1,200 feet west of Thirty-second street extended from the south. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on both sides of Broadway, from a line at right angles to Broadway, passing through a point in the center line of Broadway, 900 feet west of Thirty-second street extended from the south to a line at right angles to Broadway, passing through a point in the center line of Broadway, 1,500 feet west of Thirty-second street extended from the south, and extending back, north and south, respectively, to a depth of 200 feet. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

---

AN ORDINANCE TO ERECT A HYDRANT AT OR NEAR A POINT IN BROADWAY, 1,800 FEET WEST OF THIRTY-SECOND STREET EXTENDED FROM THE SOUTH.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near a point in Broadway, 1,800 feet west of Thirty-second street extended from the south. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on both sides of Broadway, from a line at right angles to Broadway, passing through a point in the center line of Broadway, 1,500 feet west

of Thirty-second street extended from the south to a line at right angles to Broadway, passing through a point in the center line of Broadway, 2,100 feet west of Thirty-second street extended from the south, and extending back, north and south, respectively, to a depth of 200 feet. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

---

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR A POINT IN BROADWAY, 2,400 FEET WEST OF THIRTY-SECOND STREET EXTENDED FROM THE SOUTH.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near a point in Broadway, 2,400 feet west of Thirty-second street extended from the south.

Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on both sides of Broadway, from a line at right angles to Broadway, passing through a point in the center line of Broadway, 2,100 feet west of Thirty-second street extended from the south to a line at right angles to Broadway, passing through a point in the center line of Broadway, 2,700 feet west of Thirty-second street extended from the south, and extending back, north and south, respectively, to a depth of 200 feet.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.



---

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR A POINT IN BROADWAY, 3,000 FEET WEST OF THIRTY-SECOND STREET EXTENDED FROM THE SOUTH.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near a point in Broadway, 3,000 feet west of Thirty-second street extended from the south. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on both sides of Broadway, from a line at right angles to Broadway, passing through a point in the center line of Broadway, 2,700 feet west of Thirty-second street extended from the south to a line at right angles to Broadway, passing through a point in the center line of Broadway, 3,300 feet west of Thirty-second street extended from the south, and extending back, north and south, respectively, to a depth of 200 feet.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

---

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR A POINT IN BROADWAY, 3,600 FEET WEST OF THIRTY-SECOND STREET EXTENDED FROM THE SOUTH.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near a point in Broadway, 3,600 feet west of Thirty-second street extended from the south.

Said work shall be executed under the supervision of the Board of Public Works, and according to plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on both sides of Broadway, from

a line at right angles to Broadway, passing through a point in the center line of Broadway, 3,300 feet west of Thirty-second street extended from the south to a line at right angles to Broadway, passing through a point in the center line of Broadway, 3,900 feet west of Thirty-second street extending from the south and extending back, north and south, respectively, to a depth of 200 feet.

The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

---

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR A POINT IN BROADWAY, 4,200 FEET WEST OF THIRTY-SECOND STREET EXTENDED FROM THE SOUTH.

*Be it ordained by the General Council of the city of Louisville:*

That a six (6) inch fire hydrant shall be erected at or near a point in Broadway, 4,200 feet west of Thirty-second street extended from the south. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on both sides of Broadway, from a line at right angles to Broadway, passing through a point in the center line of Broadway, 3,900 feet west of Thirty-second street extended from the south to a line at right angles to Broadway, passing through a point in the center line of Broadway, 4,500 feet west of Thirty-second street extended from the south, and extending back, north and south, respectively, to a depth of 200 feet. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR A POINT IN BROADWAY, 4,800 FEET WEST OF THIRTY-SECOND STREET EXTENDED FROM THE SOUTH.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near a point in Broadway, 4,800 feet west of Thirty-second street extended from the south. Said work to be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on both sides of Broadway, from a line at right angles to Broadway, passing through a point in the center line of Broadway, 4,500 feet west of Thirty-second street extended from the south to a line at right angles to Broadway, passing through a point in the center line of Broadway, 5,100 feet west of Thirty-second street extended from the south, and extending back, north and south, respectively, to a depth of 200 feet. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

AN ORDINANCE TO ERECT A FIRE HYDRANT AT OR NEAR A POINT IN BROADWAY, 5,400 FEET WEST OF THIRTY-SECOND STREET EXTENDED FROM THE SOUTH.

*Be it ordained by the General Council of the city of Louisville :*

That a six (6) inch fire hydrant shall be erected at or near a point in Broadway, 5,400 feet west of Thirty-second street extended from the south. Said work shall be executed under the supervision of the Board of Public Works, and according to the plans and specifications on file in the office of said board, and at the exclusive cost of the owners of property on both sides of Broadway, from a line at right angles to Broadway, passing through a point in the center line of Broadway, 5,100 feet west of Thirty-second street extended from the south to a line at

right angles to Broadway, passing through a point in the center line of Broadway, 5,700 feet west of Thirty-second street extended from the south, and extending back, north and south, respectively, to a depth of 200 feet. The cost to be equally apportioned among the owners of property according to the number of square feet of ground owned by the parties, respectively, within the limits above set out; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 5, 1903.

### FRANCHISE

**For Street Railway in Hamilton, Cavewood and Frankfort Avenues and Payne Street.**

AN ORDINANCE TO PROVIDE FOR A STREET RAILWAY IN THE CITY OF LOUISVILLE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That there is hereby created and established a franchise or privilege to construct, maintain, and operate a street railway in the city of Louisville, over and along the following route, namely :

Beginning in Hamilton avenue about 100 feet south of Baxter avenue, thence eastwardly over and along Hamilton avenue to Payne street, thence over and along Payne street to Cavewood avenue, thence northwardly over Cavewood avenue to Frankfort avenue, and thence over and along Frankfort avenue eastwardly to the city limits.

§ 2. The said franchise or privilege shall continue for the period of twenty years from and after the time the same shall take effect.

§ 3. The said railway tracks shall be located as near the center of the said streets and avenues as may be safe and practicable, and the location and construction thereof shall be under the supervision of the Board of Public Works, and the form of rail to be laid where new tracks shall be required shall be such as may be designated by such board.



§ 4. The said street railway may be operated by electric power, and the said franchise shall embrace the right to erect in and along such streets and avenues the poles and wires necessary and suitable for the construction, maintenance, and operation of an overhead single trolley system of electricity. The said railway shall be otherwise operated under and in accordance with the ordinances of the city of Louisville providing for and regulating the operation of street railways in the said city.

§ 5. The person or corporation owning or exercising the franchise or privilege aforesaid may charge and collect toll therefor at the rate of five cents for each passenger carried over the same within the city limits; *provided, however*, that if such person or corporation shall obtain and use the right to run the cars operated on such tracks over and along any other street railway line in the said city, then such person or corporation may charge and collect toll or fare at the rate of five cents and no more for each passenger carried over any part of the entire route over which such cars may run.

§ 6. Any person or corporation acquiring such franchise or privilege may assign or transfer the same, and shall be entitled to enter into any arrangement or agreement with any person or corporation owning any other line of street railway in the said city, by which the cars run and operated over the line hereinbefore described may be run and operated over any other street railway line, or may allow the cars of any other street railway line to be run and operated over the line hereinbefore described.

§ 7. Said person or corporation acquiring such franchise or privilege shall construct the said railway with single or double tracks, where there is not already a railway track existing, within six months from the time such grant of such franchise or privilege shall become effective; *provided, however*, that the tracks to be laid upon Frankfort avenue shall not be required to be constructed until and as the said avenue shall be improved by the said city as a street; *and provided, further*, that when the streets along the whole line of said street railway shall be constructed, then the person or corporation acquiring such franchise or privilege shall construct and operate a double track street railway for the entire line thereof, with electric power, or

such other power as may hereafter be agreed on between such person or corporation and the city of Louisville.

§ 8. As soon as may be practicable after the approval and publication of this ordinance, it shall be the duty of the Board of Public Works to advertise for ten days in some daily newspaper published in the city of Louisville, and having a general circulation therein, that bids will be publicly received for the before-mentioned franchise or privilege, and they shall thereafter, according to such advertisement, receive such bids and award such franchise or privilege to the highest and best bidder; subject, however, to the approval of the General Council of said city. Such advertisement shall reserve the right to reject any and all bids.

§ 9. The bidder to whom such franchise or privilege shall be awarded shall pay the amount of such bid in cash to the Treasurer of the said city within ten days after the same shall have been approved by the General Council; and no bid shall be received or considered by the said Board of Public Works unless such bidder shall deposit with his bid a check, payable to the Treasurer of said city, for the sum of one hundred dollars, and which shall have been duly certified by a bank established and doing a regular business in the city of Louisville, and which sum of money shall be treated as part payment by the successful bidder in case he shall comply with his bid; and, if he shall not, it shall be treated and retained as liquidated damages due to the said city. Checks deposited by unsuccessful bidders shall be at once returned to them, respectively.

§ 10. This ordinance shall take effect and be in force from and after its passage.

Approved October 17, 1899.

## FRANCHISE

### **For Furnishing Natural Gas or Artificial Fuel Gas, Either or Both Mixed, in the City.**

AN ORDINANCE TO PROVIDE FOR THE SALE OF THE FRANCHISE OR PRIVILEGE OF FURNISHING NATURAL GAS OR ARTIFICIAL FUEL GAS, EITHER OR BOTH MIXED, IN THE CITY OF LOUISVILLE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That there is hereby created and established a franchise or privilege to construct, maintain, and operate gas-works, and to lay mains and pipes under the streets, alleys, parks, and other public places in the city of Louisville for the purpose of supplying, selling, and delivering to consumers natural gas or artificial fuel gas, either or both mixed, and that the purchaser or owner of said franchise shall, for brevity, hereinafter be designated as the company.

§ 2. That the said franchise or privilege shall continue for a period of twenty (20) years from the date the same shall take effect as hereinafter provided ; *provided*, that the city of Louisville may, at the end of the twenty years, purchase from said company all of the property of the said company of every description that is used in and necessary for the furnishing of natural gas or the manufacture of artificial gas, or both mixed, as a going concern, at a price to be fixed by five (5) disinterested persons, two of whom are to be selected by the city and two by the said company, and these four to select the fifth person.

If the city shall, by ordinance or joint resolution, decide that it will probably desire to purchase the property of the company, it shall at the same time name the two persons who are to act for the city in fixing the valuation. The company shall then name the two persons who are to act for it, and the four thus chosen shall choose the fifth. These five shall then proceed as promptly as possible to value all of the above property of the company, and shall report their valuation to the General Council, which shall then decide whether or not the city will avail itself of the option to purchase the property. The decision to purchase or not to purchase shall be made not later than one year before the expiration of this franchise, so as to

allow the company reasonable time in which to procure a new franchise, in case the city does not decide to purchase its property.

§ 3. That the said mains and pipes shall be laid under the supervision of the Board of Public Works, and the street or other public way shall in all cases be replaced in as good condition as it was before it was broken for the purpose of laying such mains or pipes, and in case the street or other public way is not so replaced the said board shall, after reasonable notice to the company, replace same in as good condition as before at the expense of the company, which expense shall include cost of inspection, and the city of Louisville shall have its remedy upon the property or bond of said company hereinafter provided for, to enforce this or any other provision of this ordinance.

§ 4. That the said company shall have the right to sell and deliver through any mains or pipes laid, owned, or controlled by said company in the city of Louisville, natural gas or artificial fuel gas, either or both mixed. The artificial gas thus sold and delivered shall be not exceeding twelve (12) candle power, and it shall have not less than four hundred (400) heat units, and shall be furnished at an average pressure of not less than three (3) ounces per square inch, so as to enable said gas to be used to the best advantage for domestic heating and cooking.

The quality of the gas, the meters through which it is sold and the bills for gas sold shall be subject to inspection at all times by the city gas inspector, and if the said company shall furnish gas of a quality other than that herein provided for, or shall use an incorrect meter, or shall refuse to correct an erroneous gas bill after having received reasonable notice of any of the said deficiencies, then the said company shall be prosecuted on an ordinance warrant, either by any official designated by the Common Council or any consumer of the gas of said company, and upon a conviction shall be fined not less than fifty dollars (\$50) and not more than one hundred dollars (\$100) for each offense.

It shall be the duty of the gas inspector of the city of Louisville to examine into any alleged errors in the gas bills of consumers under this franchise when called upon by the consumer to do so, and to correct same when erroneous; to make daily



tests of the gas furnished by the said company as to heating and candle power, and make daily report of the same in writing to the Board of Public Works, which report shall be kept on file in the office of the said board, and subject to inspection by the public ; to serve on said company written notice of any defects or failure in the quality of the gas as provided herein on each day on which said tests shall show such defect or failure ; to make certified report of such defect or failure to the Board of Public Works, the duration thereof, and such damages as may have been sustained. The said inspector shall have a general supervision over all the meters of said company, and shall seal said meters before they are put in use, and condemn or reject the same if incorrect. Said inspector shall have authority and power to do all such acts, and have all such access to the property of the said company as may be necessary to the faithful discharge of the duties herein imposed upon him. For any failure or neglect upon the part of said inspector to perform faithfully the duties of his office, he shall be removed by the Mayor of said city, with the approval of the Board of Aldermen. And the said company shall fully and freely permit said city gas inspector to test and inspect the gas, gas meters and pressure at any and all times ; the report of said inspector in reference to quality of gas shall be *prima facie* evidence of the facts contained therein.

§ 5. The one acquiring the franchise herein provided shall, at the end of the first year thereafter, possess at least twenty (20) miles of underground mains in the city of Louisville ; at the end of the second year, shall possess at least twenty-six (26) miles of mains ; at the end of the third year, at least thirty-three (33) miles of mains ; at the end of the fourth year, at least forty-one (41) miles of mains, and at the end of the fifth year, at least fifty (50) miles of underground mains.

In laying the additional mains provided for in this ordinance, and all other mains over and above those herein provided for, it shall be the duty of the owner of the said franchise to lay one mile of main in the Eastern district and one mile in the Western district, whenever it lays a mile in the Central district.

For the purpose of this ordinance, the Central district is that portion of the city lying between Brook street and Seventh

street; the Eastern district is all that part of the city east of Brook street, and the Western district is all that part of the city west of Seventh street, but in no event must the company lay a less number of mains than stated in the beginning of this section of this ordinance.

§ 6. The company operating under the franchise acquired in accordance with the provisions of this ordinance shall not sell out to, make joint stock with, nor pass under the control of a competing gas company, and any act of the company owning said franchise which would have the effect of placing it under the control of a competing gas company shall render the franchise granted herein liable to forfeiture as provided in section 13 of this ordinance.

That two-thirds of the directors of the company shall be *bona fide* residents of Louisville at the time of their election, and own, hold, and possess as many as ten shares of said capital stock for at least thirty days prior to the time of election and during their term of office; and that death, ceasing to own, hold, and possess as many as ten shares of said capital stock, or other inability to perform the duties of a director of said company, shall create a vacancy in the board of directors, which shall be filled by the remaining directors. Permanent removal from the city on the part of any one of the two-thirds of the directors who are required to reside in the city shall also create a vacancy in the board, which shall be filled by the remaining directors.

§ 7. This franchise is created subject to a charter heretofore granted to the Louisville Gas Company, which charter contains an exclusive privilege.

§ 8. That the gas, either natural or artificial, or both mixed, furnished under this franchise and the provisions of this ordinance, shall be sold and delivered to the consumer, through a single meter, at a price not to exceed fifty-five cents per thousand cubic feet, with a discount of not less than 10 per cent. for prompt payment made within the first six working days after the maturity of the bill for the preceding month.

§ 9. That the owner acquiring said franchise shall be required to execute bond, with good and sufficient sureties, within thirty days thereafter, in the sum of fifty thousand (\$50,000)

dollars, conditioned that said owner will in good faith comply with all the provisions of this ordinance, and sell and deliver such gas at the price named herein from all mains now, or which may hereafter be owned or controlled, directly or indirectly, by such owner in the city of Louisville. As soon as the owner of said franchise shall have acquired or laid thirty miles of underground mains in the city of Louisville, and shall be prepared to deliver as much as one million feet of gas per day to a total of not less than two thousand five hundred consumers, and shall have delivered to the City Treasurer fifty thousand (\$50,000) dollars market value, in first mortgage bonds of an issue secured by a first mortgage on all its property and franchises, which bonds shall be security for the faithful discharge of all provisions of this ordinance, and when said bonds are delivered, the personal bond named herein shall be discharged. The owner of this franchise shall not issue bonds in excess of two-thirds of the par value of its paid-up and outstanding capital stock, and the said fifty thousand (\$50,000) dollars in bonds is to remain with the city treasury during the life of this franchise.

The par value of the bonds so deposited shall at all times be at least \$50,000. and if at any time the market value shall fall below \$50,000, it shall be the duty of the company to deposit such additional securities as will bring up the market value to at least \$50,000.

§ 10. That the Board of Public Works shall, as soon as practicable after the passage of this ordinance, offer said franchise at public auction to the highest and best bidder, at the front door of the City Hall, on Sixth street, in the city of Louisville, after having given notice thereof by advertisement for fifteen days in the newspapers doing the official advertising of the city, and in a trade gas paper, the first publication in each to contain this ordinance in full, and any other publication to refer to the ordinance published in full in the first publication of the time, place and terms of sale, and said board shall accept the highest bid therefor and report the same to the General Council for its approval, which shall have the right to reject any and all bids for said franchise, and in case the highest bid reported by the said board be rejected, the General Council may direct by resolution said franchise to be again offered for sale

from time to time until a satisfactory bid therefor shall be received and approved.

(A) This ordinance shall not be so construed as to take anything away from the rights heretofore granted to the Louisville Gas Company or to the Kentucky Rock Gas Company, now owned by the Kentucky Heating Company, nor shall it be construed as being in any way exclusive, or as preventing the General Council from selling similar franchises or privileges to other persons or companies.

(B) The company shall annually, beginning with the first day of December succeeding the date of the purchase of this franchise, and on the first day of December of each year thereafter, make and deliver to the treasurer of the Sinking Fund of the city of Louisville, a statement verified by the oath of its president and secretary; said statement shall show the entire gross receipts of said company for the past year, without credit, rebate, or deduction. The treasurer of the Sinking Fund, upon receipt of said statement, shall make a bill against said company equal to 2 per cent. of the said gross earnings, and the said company shall immediately pay into the Sinking Fund, for sinking fund purposes, a sum of money equal to 2 per cent. of its said gross earnings for the past year, in addition to their franchise and *ad valorem* taxes.

(C) The books of the said company shall be examined by the Comptroller of the city of Louisville in the month of December of each year, for the verification of the said statement, and it shall be the duty of the City Comptroller to examine the books of the said company in the month of December each year, and to submit a report of his examination to the General Council not later than the first meeting in January following the said examination.

§ 11. The said sale shall be for cash, to be paid upon the approval of the sale by the General Council, and upon the payment of the purchase price and the execution and approval of the bond as required by this ordinance, the franchise provided for herein shall immediately vest in such purchaser.

§ 12. That any person or corporation who wishes to bid for said franchise, under this ordinance, shall, before any bid by him or it therefor shall be received, deliver to the chairman of



the Board of Public Works a check for ten thousand dollars (\$10,000), made payable to the City Treasurer, certified by some bank doing business in the city of Louisville, which sum shall be treated and retained as liquidated damages due the city of Louisville in the event the person or corporation making said deposit shall become the purchaser of said franchise, and shall fail for thirty days after notice of the approval of the bid therefor by the General Council to pay the price bid therefor, and to execute the bond required by section 9 of this ordinance. All checks so deposited by persons other than the successful bidder for said franchise shall be forthwith returned to them after such sale.

Certified checks deposited for the purpose of qualifying bidders for said franchise shall, on the day of the sale and prior to the said sale, be open to the inspection of all other qualified bidders.

§ 13. Any willful violation of the provisions of this ordinance concerning said franchise shall subject the same to forfeiture, in addition to the remedy upon the bond or bonds hereinbefore required of the successful bidder, and any person, firm, or corporation acquiring the said franchise which shall fail to execute and deliver the bond or bonds as provided for in section nine (9) of this ordinance, and any corporation which shall change its articles of incorporation or charter so that they do not conform to the provisions of this ordinance, or shall sell, assign, or transfer its franchise acquired in pursuance of this ordinance to any other person, firm, or corporation, shall immediately forfeit all franchises and privileges herein granted.

§ 14. That this ordinance shall take effect from its passage.

---

The foregoing ordinance having been duly passed by the General Council, was presented to the Mayor, who returned the same, with his objections in writing thereto, November 5, 1900, whereupon it was reconsidered by the Board of Councilmen, and two-thirds of the members-elect of that board having on that date concurred in adopting it again, and it having been sent to the Board of Aldermen on November 8, 1900, which board then reconsidered the same, and again passed it by the

votes of two-thirds of its members on November 2, 1901, it became obligatory at the latter date under the provisions of section 2795, Kentucky Statutes.

S. F. HARLAN, C. B. C.

ALF. W. DAVIS, C. B. A.

## FRANCHISE

**To furnish Steam Heat and Electricity for Light and Power within certain Territory in the City.**

AN ORDINANCE TO PROVIDE FOR THE SALE OF THE FRANCHISE OR PRIVILEGE OF FURNISHING STEAM HEAT AND ELECTRICITY FOR LIGHT AND POWER WITHIN CERTAIN TERRITORY IN THE CITY OF LOUISVILLE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That there is hereby created and established a franchise or privilege to construct, maintain and operate, a plant, machinery, appliances, pipes, and wires for generating, furnishing, and selling steam heat and electricity for light and power purposes under and across the public ways to persons, firms, and corporations within the territory bounded as follows, to-wit:

Beginning at the northeast corner of Fifth and Chestnut streets, thence eastwardly along the north line of Chestnut street to the northwest corner of Third and Chestnut streets, thence northwardly along the west line of Third street to the southwest corner of Third and Walnut streets, thence westwardly along the south line of Walnut street to the southwest corner of Fourth and Walnut streets, thence northwardly along the west line of Fourth street to the southwest corner of Fourth and Green streets, thence westwardly along the south line of Green street to the southeast corner of Fifth and Green streets, thence southwardly along the east line of Fifth street to the northeast corner of Fifth and Chestnut streets, the place of beginning.

§ 2. That said franchise or privilege shall continue for a period of ten (10) years from and after the same shall take effect under the provisions of this ordinance.

§ 3. That the franchise or privilege mentioned in section 1 of this ordinance shall embrace the right to generate and convey steam heat by pipes and electricity for light and power by wires, laid underground, and not otherwise, beneath the public ways, within the limits of the territory defined in section 1 of this ordinance, in such manner as may be directed by and in accordance with the plans and specifications of the Board of Public Works, and said board shall have the power and authority at any time during said period of ten (10) years to direct and require all pipes and wires laid underground beneath and across any public way constructed by the purchaser of the franchise or privilege herein provided for, his successors or assigns, to be changed or removed and placed in conduits underground elsewhere in said territory, without expense to the city of Louisville, in accordance with the plans and specifications which may be prescribed by said board.

§ 4. That the purchaser of the franchise or privilege herein provided for, his successors or assigns, in the work of laying pipes or wires underground, beneath and across any public way, shall restore the sidewalks and pavements of the public ways to their proper and original condition, and said purchaser shall, within ten (10) days from the acceptance of this bid by the General Council, execute bond to the city of Louisville, with good and sufficient surety, to be approved by the Board of Public Works, General Council, and Mayor, in the sum of five thousand (\$5,000) dollars, conditioned upon the faithful performance and discharge of the duties required of him by law and this ordinance, and to save the city harmless from all loss or damage which may be done to its public ways in conducting, operating, and maintaining the business of generating and supplying steam heat and electricity for light and power within the territory aforesaid, and to renew said bond from time to time when required so to do by the General Council.

§ 5. That it shall be the duty of the Board of Public Works, as soon as practicable after the passage of this ordinance, to advertise for ten days in the daily newspaper doing the official advertising of the city, published in the English language, the sale of the franchise or privilege aforesaid, and to sell the same at public auction, to the highest and best bidder, at a time and

place to be fixed by said board, in which advertisement the right to reject any and all bids shall be reserved.

§ 6. That the bidder to whom said franchise or privilege shall be awarded shall pay the amount of such bid in cash to the City Treasurer within ten days after the report of the same by said board shall have been approved by the General Council, and no bid for said franchise or privilege shall be received or considered by said board unless such bidder shall deposit with his bid a check payable to the City Treasurer for the sum of two hundred and fifty (\$250) dollars, duly certified by some bank doing business in the city of Louisville, which sum shall be treated as part payment on the purchase price by the successful bidder in case he shall comply with the terms of his bid, and if he shall not, it shall be retained as liquidated damages due the city. Checks deposited by unsuccessful bidders shall be at once returned to them. And, further, that the upset price of said franchise be and the same is hereby placed at \$500.00. The Board of Public Works shall not accept any bid for less than \$500.00.

§ 7. That nothing in this ordinance shall be construed as exclusive or so as to prevent the city of Louisville from granting a like franchise or privilege to any other person, firm, or corporation within said territory as provided by law.

§ 8. The owner of said franchise shall annually, beginning with the first day of January succeeding the date of the purchase of this franchise, and on the first day of January of each year thereafter, make and deliver to the treasurer of the Sinking Fund of the city of Louisville, a statement, verified by the oath of its president and secretary; said statement shall show the entire gross receipts of said company for the past year, without credit, rebate, or deduction. The treasurer of the Sinking Fund, upon receipt of said statement, shall make a bill against said company, equal to two (2) per cent. of the said gross earnings, and the said company shall immediately pay into the Sinking Fund, for sinking fund purposes, a sum of money equal to two (2) per cent. of its said gross earnings for the past year, in addition to their franchise and *ad valorem* taxes.

The books of the owner of said franchise shall be examined by the Comptroller of the city of Louisville in the month of Jan-



uary of each year for the verification of said statement, and it shall be the duty of the City Comptroller to examine the books of the said owner in the month of January each year and to submit a report of his examination to the General Council not later than the first meeting in January following the said examination.

§ 9. That this ordinance shall take effect from its passage.

---

The foregoing ordinance having been duly passed by the Board of Councilmen on November 13, 1900, and by the Board of Aldermen on March 19, 1901, and having been thereafter presented to the Mayor and withheld by him beyond the day of the next regular meeting of the General Council, on March 26, 1901, and more than three days having intervened between the presentation to the Mayor and said meeting, and the General Council having actually met on said day, the same became obligatory, as if signed by him, according to section 2795, Kentucky Statutes, and takes effect according to the last section of said ordinance from and after March 26, 1901.

S. F. HARLAN, C. B. C.                      ALF. W. DAVIS, C. B. A.

---

## FRANCHISE

### For Street Railway on Frankfort Avenue.

AN ORDINANCE TO PROVIDE FOR A STREET RAILWAY ON  
FRANKFORT AVENUE IN THE CITY OF LOUISVILLE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That there is hereby created and established a franchise or privilege to construct, maintain, and operate a street railway in the city of Louisville, over and along the following route, namely :

Beginning at the point where the old city limits cross Frankfort avenue, or the Shelbyville turnpike, thence over and along the said Frankfort avenue eastwardly to the present city limits.

§ 2. The said franchise or privilege shall continue for the period of twenty years from and after the time the same shall take effect.

§ 3. The said railway tracks shall be located as near the center of the said avenue as may be safe and practicable, and the location and construction thereof shall be under the supervision of the Board or Public Works, and the form of rail to be laid shall be such as may be designated by such board.

§ 4. The said street railway may be operated by electric power, and the said franchise shall embrace the right to erect in and along said avenue the poles and wires necessary and suitable for the construction, maintenance, and operation of an overhead single trolley system of electricity. The said railway shall be otherwise operated under and in accordance with the ordinances of the city of Louisville, providing for and regulating the operation of street railways in said city, and the right is reserved by the city to require by ordinance of the General Council the operation of said street railway by an underground trolley system, and the removal of poles and overhead wires under reasonable rules and regulations.

§ 5. The person or corporation owning or exercising the franchise or privilege aforesaid may charge and collect toll therefor at the rate of five cents for each passenger carried over the same within the city limits: *Provided, however,* that if such person or corporation shall obtain and use the right to run the cars operated on such tracks over and along any other street railway line in the said city, then such person or corporation may charge and collect toll or fare at the rate of five cents, and no more, for each passenger carried over any part of the entire route over which such cars may be run.

§ 6. Any person or corporation acquiring such franchise or privilege may assign or transfer the same, and shall be entitled to enter into any arrangement or agreement with any person or corporation owning any other line of street railway in the said city, by which the cars run and operated over the line heretofore described may be run and operated over any other street railway line, or may allow the cars of any other railway line to be run and operated over the line hereinbefore described.

§ 7. Said person or corporation acquiring such franchise or privilege shall construct the said railway with double tracks at the same time said avenue shall be constructed: *Provided, however,* that such double-track street railway shall be operated with electric overhead or underground trolley power, or such other power as may be hereafter agreed upon between such person or corporation and the city of Louisville.

§ 8. As soon as may be practicable after the approval and publication of this ordinance, it shall be the duty of the Board of Public Works to advertise for ten days in some daily newspaper published in the city of Louisville, and having a general circulation therein, that bids will be publicly received for the before-mentioned franchise or privilege, and said board shall thereafter, according to such advertisement, receive such bids and award such franchise or privilege to the highest and best bidder; subject, however, to the approval of the General Council of said city. Such advertisement shall reserve the right to reject any and all bids.

§ 9. The bidder to whom such franchise or privilege shall be awarded, shall pay the amount of such bid in cash to the Treasurer of said city within ten days after the same shall have been approved by the General Council; and shall execute a bond to the said city, with good surety, in the sum of \$5,000, with the condition that the said bidder will comply with the terms of his said bid; and no bid shall be received or considered by the said Board of Public Works unless such bidder shall deposit with his bid a check, payable to the Treasurer of said city for the sum of \$50, and which check shall have been duly certified to be good by a bank established and doing a regular business in the city of Louisville, and which sum of money shall be treated as part payment by the successful bidder, in case he shall comply with his bid; and, if he shall not, it shall be treated and retained as liquidated damages due to the said city. Checks deposited by unsuccessful bidders shall be at once returned to them, respectively.

§ 10. This ordinance shall take effect and be in force from and after its passage.

Approved August 30, 1901.

AN ORDINANCE CONFIRMING AND RATIFYING SECTION 5 OF AN ACT PASSED BY THE GENERAL ASSEMBLY OF THE COMMONWEALTH OF KENTUCKY, AND APPROVED ON THE 3RD DAY OF APRIL, 1886, AND ENTITLED "AN ACT TO INCORPORATE THE OHIO VALLEY TELEPHONE COMPANY," AND GRANTING TO THE SAID THE OHIO VALLEY TELEPHONE COMPANY THE RIGHT TO CONSTRUCT, EQUIP, OPERATE, AND MAINTAIN TELEPHONE SYSTEMS AND EXCHANGES, AND TO ERECT POLES AND STRING WIRES THEREON; TO CONSTRUCT, OPERATE, AND MAINTAIN CONDUITS AND MANHOLES; TO LAY PIPES, CABLES, CONDUCTORS, AND WIRES, AND TO OPERATE ITS TELEPHONE LINES OVER, ALONG, OR UNDER ANY HIGHWAY, STREET, OR ALLEY IN THE CITY OF LOUISVILLE.

WHEREAS, The General Assembly of the Commonwealth of Kentucky passed an act, entitled "An act to incorporate the Ohio Valley Telephone Company," which was approved on the 3rd day of April, 1886, section 5 of which said act is as follows:

"§ 5. The said company may construct, equip, and maintain said telephone systems and exchanges, and erect poles and string wires thereon, and operate its telephone lines over, along, or under any highway, street, or alley in the city of Louisville, with and by the consent of the General Council of said city, and it may purchase or lease from any corporation created under the laws of this Commonwealth, on such terms as may be agreed on, any telephone system or exchange, its poles, wires, apparatus, contracts, licenses, patents, or interests therein, equipments, rights of way, easements, and servitudes in the highways, streets, and alleys in the city of Louisville, together with all of its properties; and when purchased or leased, shall have the power to maintain and operate the same along, over, or under the highways, streets, and alleys of the city of Louisville: *Provided, however,* that such telephone poles, lines, and systems have heretofore been granted the right of way or easements in the highways, streets, and alleys in the said city of Louisville by the General Council thereof. And the said company may also construct, equip, and maintain telephone lines along, over, or under the highways, streets, and alleys, and across any watercourse within this Commonwealth, so as not to obstruct the same, and said company may connect its lines with those of any other company on such terms as may be agreed on." Therefore,



*Be it ordained,* That the said act, in so far as it refers to the constructing, equipping, operating, and maintaining telephone systems and exchanges, and erecting poles, and stringing wires thereon; to constructing, operating, and maintaining conduits and manholes; to laying pipes, cables, conductors, and wires, and operating telephone lines over, along, or under the highways, streets, and alleys in the city of Louisville, is hereby ratified and confirmed, and the right is hereby granted and confirmed to the said The Ohio Valley Telephone Company, its successors and assigns, to construct, equip, operate, and maintain telephone systems and exchanges, and to erect poles and string wires thereon; to construct, operate, and maintain conduits and manholes; to lay pipes, cables, conductors, and wires, and operate its telephone lines over, along, or under any street, avenue, alley, or sidewalk in the city of Louisville; *provided—*

*First.* That the said telephone company, its successors and assigns, shall agree to carry on its poles, or through any underground system which it may construct, such wires or conductors as may be necessary for operating the fire and police systems of the said city of Louisville, free of charge to the said city, said wires or conductors to be furnished by the city of Louisville, and to be placed in position at the cost of said city, but under the direction of the said The Ohio Valley Telephone Company, its successors or assigns, and in such manner as not to interfere with the effective operation of the wires or conductors of said The Ohio Valley Telephone Company, its successors or assigns.

*Second.* That in each and every case wherein the said The Ohio Valley Telephone Company, its successors or assigns, shall construct any underground conduit or lay any underground pipes, cables, conductors, or wires, in no case shall the city be liable for any injury or damage to any third party which may be caused by the putting down of said conduits, pipes, cables, conductors, or wires, by the said The Ohio Valley Telephone Company, its successors or assigns; and the said telephone company, its successors or assigns, shall protect the city and hold it harmless from any and all damages which may arise from said cause.

*Third.* The said telephone company, its successors or assigns, shall not at any time open or encumber more of any street, avenue, alley, or sidewalk than may be necessary to enable them to perform the work with the proper economy and efficiency in the laying of their pipes, cables, conductors, or wires, nor shall they permit such opening or encumbrance to remain for a longer period than may be necessary to do the work for which said opening shall have been made, and they shall put up and maintain about said openings and encumbrances such barriers and lights as will effectually prevent the happening of any accidents by reason of such openings or encumbrances.

*Fourth.* In constructing the conduits or in laying their pipes, cables, conductors, or wires, the said telephone company, its successors or assigns, shall do no permanent injury to any street, avenue, alley, or other public place or shade tree, nor shall they unnecessarily disturb or interfere with any sewers, water-pipes, or gas-pipes now laid in the city or which may be laid at said time.

*Fifth.* All said work of opening said streets, alleys, avenues, and sidewalks for the said purpose of constructing a conduit or of laying said pipes, cables, conductors, or wires by the said telephone company, its successors or assigns, shall be done under the supervision of the city engineer and subject to his approval.

*Sixth.* Whenever the said telephone company, its successors or assigns, shall open ground for the purpose of constructing a conduit or laying their pipes, cables, conductors, or wires, they shall, with all due diligence, after the completion of said work, restore said streets, avenues, alleys, and sidewalks so opened, or any sewer, gas-pipe, or water-pipe located therein to a condition equally as good as when said opening was made, at their own expense and to the satisfaction of the city engineer; and in case of their failure or refusal to do so, the city may proceed to do the same, and the said telephone company, its successors or assigns, shall be liable for the cost thereof.

*Seventh.* As soon as practicable after the approval of this ordinance, and before the said telephone company, its successors or assigns, shall be allowed to open any street, avenue, or sidewalk for the purpose hereinbefore stated, the said telephone company, its successors or assigns, shall execute a bond for

the sum of \$50,000, with good and sufficient security, in favor of the city of Louisville, conditioned that the said telephone company, its successors or assigns, shall hold the said city of Louisville harmless and free from all damage which may be caused by the opening of any street, avenue, alley, or sidewalk, for the purpose hereinbefore stated, said bond to be renewed from time to time, with such security as the General Council may require.

*Eighth.* Nothing in this ordinance shall be construed as to give to said telephone company, its successors or assigns, any exclusive right to erect poles or to lay underground conduits, pipes, cables, conductors, or wires in the streets, avenues, alleys, or sidewalks of the city of Louisville.

*Ninth.* That (within thirty days from the passage of this ordinance) the said The Ohio Valley Telephone Company, its successors or assigns, shall formally agree, in writing, to accept the terms of the provisions of this ordinance and file the said written copy of said agreement and also the aforementioned bond with the Mayor of the city of Louisville, and from and after the date of said acceptance this accepted ordinance shall take effect and be in force as a contract between the said city of Louisville and the said The Ohio Valley Telephone Company.

Approved August 17, 1886.

---

AN ORDINANCE REQUIRING THE CUMBERLAND TELEPHONE AND TELEGRAPH COMPANY TO EXECUTE BOND AS REQUIRED BY SECTION 7 OF THE ORDINANCE RELATING TO THE RIGHTS AND DUTIES OF THE OHIO VALLEY TELEPHONE COMPANY, ITS SUCCESSORS OR ASSIGNS, APPROVED AUGUST 17, 1886.

WHEREAS, The Cumberland Telephone and Telegraph Company has by contract succeeded to the rights, properties and franchises, as well as to the duties and obligations, of the Ohio Valley Telephone Company; now, therefore,

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Cumberland Telephone and Telegraph Company, as the successor of the Ohio Valley Telephone Company, shall on or before April 1, 1902, execute a bond with a surety

company authorized to do business in this State as surety, to be approved by the General Council and Mayor, in the penal sum of fifty thousand (\$50,000) dollars in favor of the city of Louisville, conditioned that the said Cumberland Telephone and Telegraph Company, its successors or assigns, shall hold the city of Louisville harmless and free from all damage which may be caused by the opening of any street, avenue, alley, or sidewalk for the purposes stated in the ordinance relating to the rights, property, and franchises of the Ohio Valley Telephone Company, approved August 17, 1886.

§ 2. That said bond shall be renewed from time to time with such sureties as the General Council may require.

§ 3. That said bond when executed and approved as required by this ordinance shall be filed with the City Comptroller for safe keeping.

§ 4. That this ordinance shall take effect from and after its passage.

Approved April 7, 1902.

---

## FRANCHISE

### For Telephone System in the City.

AN ORDINANCE TO PROVIDE FOR THE SALE OF THE FRANCHISE OR PRIVILEGE TO CONSTRUCT, ESTABLISH, MAINTAIN, AND OPERATE A TELEPHONE SYSTEM IN THE CITY OF LOUISVILLE.

*Be it ordained by the General Council of the city of Louisville:*

§ 1. That there shall be sold to the highest and best bidder for the term of twenty (20) years the franchise or privilege to construct, establish, maintain, and operate a telephone system for public and private use in the city of Louisville, including the necessary conduits, subways, manholes, wires, poles, and other equipments, and also the right of way over, along, under, through, and in the streets, avenues, alleys, lanes, parks, squares, bridges, and other public places in said city, for the purpose of running the subways, manholes, poles, wires, and other equipments necessary to construct, establish, maintain,



and operate said telephone system in the city of Louisville in accordance with the conditions, terms, and limitations of this ordinance.

§ 2. That it shall be the duty of the Board of Public Works, as soon as practicable after the passage of this ordinance, to offer said franchise or privilege at public auction to the highest and best bidder at the front door of the City Hall, on Sixth street, in the city of Louisville, after having given notice thereof by advertisement for twenty (20) days in three daily newspapers published in the city of Louisville, Kentucky, the first publication to contain this ordinance in full and any other publication to refer to the ordinance in full in the first publication, of the time, place, and terms of sale, and said board shall accept the highest and best bid therefor, and report the same to the General Council for its approval, and the General Council shall have the right, for and on behalf of the city, to reject any and all bids for said franchise or privilege, and in case the bid reported by the said board shall be rejected the General Council may direct by resolution said franchise or privilege to be again offered for sale, from time to time, until a satisfactory bid therefor shall be received and approved ; the said sale to be for cash, to be paid upon the approval thereof by the General Council, and upon the payment of the purchase price and the execution and approval by the General Council of the bonds, as hereinafter required, the franchise or privilege provided for herein shall immediately vest in such purchaser. Said advertising shall be made in the Evening Post, the Louisville Dispatch, and the Louisville Commercial.

§ 3. That no bid for said franchise or privilege shall be received by the Board of Public Works for less than ten thousand (\$10,000) dollars, nor unless the bidder shall, at the time of making his bid, deposit with the said board his check for one thousand (\$1,000) dollars, certified to be good by a bank doing business in the city of Louisville, which check shall be payable to the City Treasurer, and, in case the bid shall be accepted, the proceeds thereof shall be credited upon the amount of the purchase price, and, if such bid be not accepted, then the said check shall be forthwith returned to the bidder.

§ 4. That when the said Board of Public Works shall have awarded said franchise or privilege, and the General Council shall have approved the same, as herein provided, the bidder or his assigns shall, within thirty (30) days thereafter, make and execute to the city of Louisville a bond, with good and sufficient surety or sureties, in the penalty of fifteen thousand (\$15,000) dollars, conditioned that such bidder or his assigns shall proceed, within ninety (90) days after the approval of the sale by the General Council, to commence the construction of such telephone system, and proceed diligently to construct and equip within the city of Louisville a first-class, modern telephone plant, sufficient in character and extent to furnish to all inhabitants in said city desiring the same good, first-class, and satisfactory telephone service, and that such work of construction and equipment shall proceed without delay until the said plant and system shall be completed, unless prevented by an injunction or on account of a strike, or some other cause over which the said purchaser shall have no control; and that said telephone plant shall be completed and in successful operation within eighteen (18) months from the date of the approval of the sale of said franchise or privilege by the General Council, and that if the same is not so completed the said purchaser shall forfeit and pay to the city of Louisville as liquidated damages the sum of fifty (\$50) dollars for every day that the completion of said plant is delayed beyond that period, unless the General Council shall, by resolution, extend the time. In case any such bidder or his assigns shall fail to execute such bond, or to proceed with the work as herein provided, said board may declare said franchise or privilege forfeited, and, upon the adoption of a resolution of the General Council so directing, said board shall proceed to offer the said franchise or privilege again for sale to the highest and best bidder, as provided in section 2 of this ordinance, and the amount of the check deposited by the successful bidder thus failing to execute bond shall be retained by the city of Louisville as liquidated damages on account of such default.

§ 5. That any person, firm, or corporation owning or exercising such franchise or privilege may assign or transfer the same, but it shall not be assigned or transferred, directly or indirectly,

in whole or part, to or for the benefit of the owner or owners of any competing telephone system operating in the city of Louisville, and if the purchaser of said franchise or privilege shall at any time consolidate with or be absorbed by any competing telephone company, or if any such competing telephone company shall directly or indirectly become the owner of one-half or more of its capital stock, or shall control, directly or indirectly, such part of its capital stock, or in case there should be any combination, collusion, or co-operation between said company and any competing company, or between the stockholders or officers of such two companies, whereby the price of telephone service as fixed herein shall be in any wise increased or any of the terms and provisions of this ordinance shall be modified, changed, evaded, or nullified, then all rights hereby or herein granted to said purchaser shall be forfeited, and the franchise or privilege hereby granted shall be null and void, and the General Council of the city of Louisville shall be authorized to declare the same forfeited and proceed to grant a new franchise for the operation of said plant and system, and in the event of any such consolidation, absorption, collusion, combination, or co-operation, resulting in the increase of the rates fixed by this ordinance, or in any wise impairing the force and effect of this ordinance, the city of Louisville by its General Council shall have the right to declare forfeited to the city of Louisville and to take possession of all the tangible property constituting the telephone plant and system of said company, and to own, operate, sell, or lease the same as the absolute property of the city of Louisville, which tangible property so to be forfeited and taken shall be considered and treated by the purchaser of said franchise or privilege and the city of Louisville to be the true amount of liquidated damages which would be sustained by the city of Louisville by reason of any such violation of the terms of this ordinance, and the measure of such damages are thus definitely to be considered as agreed upon and determined by said purchaser and the city of Louisville.

§ 6. That the said telephone system shall be located and constructed in the public ways and places in the city of Louisville, under the supervision of the Board of Public Works, and the wires appertaining to such system shall be laid in conduits

or other underground structures within the area in the city of Louisville bounded as follows: On the north by the Ohio river, on the east by Brook street, on the south by Breckinridge street, and on the west by Ninth street; and within said area no poles shall be erected for the carrying or supporting of aerial wires, except such as may be necessary within the interior of squares in said area for the distribution of said wires to the various subscribers for telephone service. Outside of said area the wires necessary for said system may be placed on poles erected in and along the public ways and places in said city, and wherever practicable they shall be placed in alleys instead of in the principal streets. The design, pattern, and location of the said poles shall be subject to the approval of the Board of Public Works, but nothing herein shall be construed to mean that the city of Louisville abandons or surrenders its right at any time by ordinance to require the owner of the franchise or privilege herein granted to extend its underground system to a greater area within a reasonable time until all the wires belonging to said telephone system and the systems of other companies and corporations having aerial wires shall be placed under ground; and the manner of attaching cables and wires to the poles to be erected in the construction of said telephone plant at any time shall be subject to the approval of the Board of Public Works, and the right is reserved to said board to reasonably modify the approval above provided for at any time, and to order reasonable modifications, general and particular, of any of the above mentioned details, and also at any time, upon reasonable notice, to order and require the removal of any pole, and upon the failure of said purchaser or owner to comply with any such order and requirements, said board shall have the right to cause any such pole to be removed at the cost of said purchaser or owner. All the underground conduits and ducts used in the construction of said plant shall be so located and constructed as not to interfere with or disturb underground structures, conduits, pipes, or other property belonging to the city of Louisville, or other corporations, companies, or persons, or sewers or sewer connections, and nothing contained in this ordinance shall preclude the city of Louisville from prosecuting or authorizing any future public work of any character, but in



the prosecution of any public work or improvement hereafter the said board shall have the right, if it deems the same necessary, to require the temporary removal of any conduits, ducts, or appliances authorized by this ordinance to be laid, and the same shall be removed or necessary changes made therein by the purchaser or owner of said franchise or privilege within a reasonable time, on the order and requirement of said board ; and in case of failure on the part of said purchaser or owner to comply with any such order or requirement relative to any such removal or change for the purpose aforesaid, then the said board may make such removal or change at the cost of said purchaser or owner.

§ 7. That the person, firm, or corporation owning or exercising the franchise or privilege aforesaid, shall, in the construction of conduits, as hereinbefore provided, furnish at least one duct of sufficient size and capacity for the use of the city of Louisville, in laying or placing the wires of its fire alarm and police patrol systems therein, and said duct shall be for the exclusive use of the city of Louisville for said purposes. The purchaser or owner of said franchise or privilege shall also provide space upon its poles for the carrying of such wires, all of which space shall be so provided without charge to the city of Louisville, and the person, firm, or corporation owning said franchise or privilege, shall place the said wires in said conduits and on said poles without cost to the city of Louisville, except for the material, all of which shall be furnished by the city of Louisville, but the said wires for the exclusive use of the city of Louisville shall be so placed as not to interfere with the effective operation of the said telephone system, or of said fire alarm and police patrol systems.

§ 8. That, whenever it shall be necessary to disturb the streets, alleys, or sidewalks, or other public ways in the construction, repair, or maintenance of the subways, conduits, poles, or other appliances of said telephone company, the said streets, alleys, sidewalks, or public ways shall be restored under the supervision of the Board of Public Works to their former good condition, at the expense of the owner or owners of said telephone system, which expense shall include the cost of such supervision, and all rubbish shall be removed from the streets,

alleys, sidewalks, or other public ways, where the same have been disturbed, as promptly as possible.

§ 9. That the rates to be charged by the person, firm, or corporation owning or exercising the franchise or privilege aforesaid for the use of their telephones shall not exceed the following schedule, to-wit: Forty-eight (\$48) dollars per year for each business telephone on an individual wire with metallic circuit wherever located within the city limits; for each residence telephone on an individual wire with metallic circuit within a radius of one mile from the court house in said city, twenty-four (\$24) dollars per year; for each residence telephone on an individual wire with metallic circuit within a radius of two miles of the court house and exceeding one mile therefrom, within the city of Louisville, thirty (\$30) dollars per annum; for each residence telephone on an individual wire with metallic circuit within the limits of the city of Louisville and outside of said radius of two miles from the court house, thirty-six (\$36) dollars per year. On extension desk telephones the rate shall not exceed twelve (\$12) dollars each per annum, and for installing extension bells five (\$5) dollars each. All lines shall be attached to long distance instruments, and there shall be no party lines constructed or maintained by the owner or company operating said telephone system or plant. That when the purchaser of said franchise or privilege, or his assigns, in the operation of said telephone plant or system shall have in use within the city of Louisville six thousand (6,000) instruments furnishing telephone service to six thousand (6,000) persons, firms, or corporations, then the said owner or owners of said telephone plant or system shall pay to the city of Louisville, in addition to all municipal taxes, the sum of one (\$1) dollar per annum for every such additional telephone service or instrument in excess of six thousand (6,000), which payments shall be made semi-annually on January 1 and July 1 of each year to the City Treasurer, and it shall be the duty of the purchaser or owner of said franchise or privilege, or his assigns, on the first days of January and July of each year, commencing with the first day of January after the completion of said plant and putting the same in operation, to make a report to the City Comptroller, which shall be in writing and sworn to by the president of the company or the general mana-

ger of the owner of said telephone system, and shall set forth therein the number of its patrons and the number of the telephone instruments it has in use at the date of each of said reports. All rentals shall be payable quarterly in advance. There shall be no charge in addition to the foregoing rates for the use of the telephones or instruments of the owner of said franchise or privilege for communicating to and from points within the city of Louisville, and no pay stations for the communication of messages from one point to another within the city of Louisville ; *provided*, that public pay stations, in addition to the regular service telephones, may be established at hotels and railroad stations for the benefit of the traveling public.

§ 10. That the apparatus, instruments, switch boards, appliances and equipment of said telephone system shall be of the best, most modern and approved central energy type, and all switch boards shall be of the multiple form except in sub-exchanges and shall be maintained during the period and existence of the said franchise or privilege with the best equipment possible, and the telephone service thereby shall be first-class in all respects and continuous and unlimited for twenty-four (24) hours in every day during the entire period for which said franchise or privilege shall be granted, except interruptions from unavoidable causes.

§ 11. That the person, firm, or corporation owning or exercising the franchise or privilege aforesaid shall provide and furnish for use by the city of Louisville free of charge twelve (12) telephones to be placed in such public offices or institutions within the city of Louisville as may be designated by resolution of the General Council, and any additional telephones so provided and furnished to the city of Louisville shall be paid for by the city at a rate twenty-five per cent. less than the charge imposed upon other business telephones.

§ 12. That the person, firm, or corporation owning the franchise or privilege herein granted shall connect the lines of its telephone system as far as possible with any and all lines outside of the city of Louisville in the State of Kentucky on reasonable terms and without discrimination, provided that the owners of such outside lines desiring and applying for such connection as aforesaid shall agree, as a condition of such connection, to

receive and transmit on like terms all messages in which the owner of the franchise or privilege granted by this ordinance may be interested. In case there shall be any disagreement between the owner of the franchise or privilege herein provided for and the owner of any such outside telephone line or lines as to the terms and conditions upon which any such connection shall be made, as to hinder or delay the same, then such differences and disagreement shall be promptly submitted to an arbitration committee to be composed of three free-holders and voters of the State of Kentucky, one of whom shall be named by the owner of said franchise or privilege, one by the owner of said outside line or lines with which the connection is desired to be made, and the third by the Mayor of the city of Louisville, and the decision of a majority of said committee as to the terms and conditions upon which said connection ought to be made shall be final and conclusive upon all such parties.

§ 13. That as an additional and further security for the performance of the conditions and stipulations herein contained, the owner of the franchise herein provided for at the time of the executing and filing of the bond mentioned in section 4 of this ordinance shall also execute, with sufficient surety or sureties, to be approved by the General Council, another bond payable to the city of Louisville in the sum of ten thousand (\$10,000) dollars, specially conditioned for the indemnification of the city of Louisville against all loss or damage sustained by any person, firm, or corporation by reason or growing out of the construction, repair, or operation of the said telephone plant and system or any of the work done by the owner thereof in such construction on or along any of the streets, alleys, sidewalks, or other parts of the city of Louisville, and also conditioned that the city of Louisville shall be saved harmless from the payment of any sum to any person, firm, or corporation, on account of any act or omission of the owner or company operating said telephone plant or system, his or its agents, officers or employes, either in the construction or operation of said telephone system or plant or on account of the payment of any judgment which may be rendered against the city of Louisville in any action based on any such act or omission of the owner or company operating said telephone system or plant, and also



that such owner or company shall comply with all the terms and conditions of this ordinance concerning the indemnification of the city of Louisville against such loss or damage, and the said bond shall be renewed at the expiration of each period of five years during the period for which said franchise or privilege is granted, with sufficient surety or sureties, to be approved by the General Council, and each bond thus executed shall be in full force and effect until the bond in renewal thereof shall be approved by the General Council, which may require said bond to be renewed oftener or at any other time when it deems the surety or sureties therein insufficient, or when such bond shall become impaired in amount by reason of judgments, claims, or otherwise.

§ 14. That the franchise or privilege herein provided for shall not be construed as being in any way exclusive or as preventing the General Council of the city of Louisville from providing for the sale of similar franchises or privileges to other persons, companies, or corporations.

§ 15. That this ordinance shall take effect from and after its passage.

---

The foregoing ordinance having been presented to the Mayor, and having been withheld by him beyond the day of the next regular meeting of the General Council on November 5, 1900, and more than three days having intervened between the presentation to the Mayor and said meeting, and the General Council having actually met on said day, the same became obligatory as if signed by him, according to section 2795, Kentucky Statutes, and takes effect according to the last section of said ordinance, from and after November 5, 1900.

ALF. W. DAVIS, C. B. A.

S. F. HARLAN, C. B. C.

## FRANCHISE.

**Grant of, to Kentucky Rock Gas Company to Furnish Natural Gas for Fuel and Heating Purposes.**

AN ORDINANCE GRANTING THE KENTUCKY ROCK GAS COMPANY THE RIGHT TO LAY DOWN ITS PIPES AND MAINS FOR FUEL AND HEATING PURPOSES IN AND ALONG THE STREETS AND ALLEYS OF THE CITY OF LOUISVILLE, AND OTHER PRIVILEGES.

*Be it ordained by the General Council of the city of Louisville:*

§ 1. That the Kentucky Rock Gas Company, a corporation organized under the laws of Kentucky, is hereby granted the right and privilege and authority to lay down its pipes and mains in and along all the streets, alleys, and public ways of the city of Louisville, and make such other connections and arrangements as may be needful and necessary for the supply of natural gas to the citizens or city for heating purposes only, for a period of twenty years from the date of the passage of this ordinance, upon the following express conditions, to-wit:

(1) Any and all pipes, mains, and connections in and along the public alleys or public ways shall be laid subject to the regulations of the General Council, and under the supervision of the City Engineer.

(2) That said company shall furnish natural gas for fuel or heating purposes to the citizens or city by contract made between the parties. Said company shall proceed as rapidly as practicable to establish its works and lay down its pipes and mains after the passage of this ordinance; *provided*, the company shall have erected such works as may be necessary and have laid its mains and be prepared to supply the city with natural gas for the purposes aforesaid within two years after the passage of this ordinance; and upon its failure to do so, the rights hereby granted shall be forfeited.

(3) This ordinance shall take effect from and after its passage.

Approved August 11, 1888.

**FRANCHISE.****Street Railway.**

AN ORDINANCE TO PROVIDE FOR THE SALE OF THE FRANCHISE AND PRIVILEGE FOR CONSTRUCTING, OPERATING, AND MAINTAINING A STREET RAILWAY IN THE CITY OF LOUISVILLE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That there is hereby created and established a franchise and privilege for constructing, operating, and maintaining a double-track street railway in the city of Louisville, over and along the following route, viz.:

Beginning at a point on Shipp avenue at or near the intersection of First street; thence over and along Shipp avenue to G street; thence over and along G street to Floyd street; thence over and along Floyd street to the city limits.

§ 2. That said franchise and privilege shall continue for a period of twenty (20) years from and after the time the same takes effect.

§ 3. Whereas, there is a standard-guage railroad track over and along said Floyd street to the right of way of the Southern Railway Company's tracks across Floyd street; and,

Whereas, the owner of said track agrees to place said track in the center of said street, the said street railway tracks shall be so located and placed, one on either side of said railroad track on said Floyd street, as near thereto as will be safe and practicable for operating over each of said three tracks over and along said Floyd street; and said tracks shall be placed as near the center of said Shipp avenue and the said G street as will be safe and practicable for operating said railway; and the location and construction thereof shall be under the supervision of the Board of Public Works; and the form of rails to be used shall be such as may be designated by said board.

§ 4. The said street railway shall be operated by electric power, and the said franchise shall embrace the right to erect in and along said streets the poles and wires necessary and suitable for the construction, maintenance, and operation of an overhead single trolley system of electricity. The said railway shall

be otherwise operated under and in accordance with the ordinances of the city of Louisville providing for and regulating the operation of street railways in said city.

§ 5. The person or corporation owning or exercising the franchise and privilege aforesaid may charge and collect toll therefor at the rate of five cents for each passenger carried over the same within the city limits; *provided, however*, that if such person or corporation shall obtain and use the right to run the cars operated on such tracks over and along any other street railway line in the said city, then such person or corporation may charge and collect toll or fare at the rate of five cents, and no more, for each passenger carried over any part of the entire route over which such cars may be run.

§ 6. Any person or corporation acquiring such franchise or privilege may assign or transfer the same, and shall be entitled to enter into any arrangement or agreement with any person or corporation owning any other line of street railway in the said city, by which the cars run and operated over the line heretofore described may be run and operated over any other street railway line, or may allow the cars of any other railway line to be run and operated over the line hereinbefore described.

§ 7. As soon as may be practicable after the approval and publication of this ordinance, it shall be the duty of the Board of Public Works to advertise for ten days in some daily newspaper published in the city of Louisville, and having a general circulation therein, that bids will be publicly received for the before-mentioned franchise and privilege, and said board shall thereafter, according to such advertisement, receive such bids and award such franchise and privilege to the highest and best bidder, subject, however, to the approval of the General Council of said city. Such advertisement shall reserve the right to reject any and all bids.

§ 8. The bidder to whom such franchise and privilege shall be awarded shall pay the amount of such bid in cash to the Treasurer of said city within ten days after the same shall be received or considered by the said Board of Public Works, unless such bidder shall deposit with his bid a check, payable to the Treasurer of said city, for the sum of \$100, and which check shall have been duly certified to be good by a bank established



and doing a regular business in the city of Louisville, and which sum of money shall be treated as part payment by the successful bidder, in case he shall comply with his bid ; and, if he shall not, it shall be treated and retained as liquidated damage due to the said city. Checks deposited by unsuccessful bidders shall be at once returned to them, respectively.

§ 9. This ordinance shall take effect and be in force from and after its passage.

Approved June 4, 1903.

---

AN ORDINANCE TO PROVIDE FOR A STREET RAILWAY IN THE CITY OF LOUISVILLE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That there is hereby created and established a franchise or privilege to construct, maintain, and operate a street railway in the city of Louisville over and along the following route, namely:

Beginning at the present terminus of the street railway on Castlewood avenue (formerly called Barret avenue) or the Newburg road, extending thence along the said avenue or road to the city limits.

§ 2. The said franchise or privilege shall continue for the period of twenty years from and after the time the same shall take effect.

§ 3. That said railway tracks shall be located as near the center of the said avenue or road as may be safe and practicable, and the location and construction thereof shall be under the supervision of the Board of Public Works, and the form of rail to be laid where new tracks shall be required shall be such as may be designated by such board.

§ 4. The said street railway may be operated by electric power, and the said franchise shall embrace the right to erect in and along such avenue or road the poles and wires necessary and suitable for the construction, maintenance, and operation of an overhead single trolley system of electricity. The said railway shall be otherwise operated under and in accordance with the

ordinance of the city of Louisville, providing for and regulating the operation of street railways in said city.

§ 5. The person or corporation owning or exercising the franchise or privilege aforesaid may charge and collect toll therefor at the rate of five cents for each passenger carried over the same within the city limits; *provided, however*, that if such person or corporation shall obtain and use the right to run the cars operated on such tracks over and along any other street railway line in the said city, then such person or corporation may charge and collect toll or fare at the rate of five cents and no more for each passenger carried over any part of the entire route over which such cars may be run.

§ 6. Any person or corporation acquiring such franchise or privilege may assign or transfer the same, and shall be entitled to enter into any arrangement or agreement with any person or corporation owning any other line of street railway in the said city, by which the cars run and operated over the line hereinbefore described may be run and operated over any other street railway line, or may allow the cars of any other railway line to be run and operated over the line hereinbefore described.

§ 7. Said person or corporation acquiring such franchise or privilege shall construct the said railway with single or double tracks, within six months from the time such grant of such franchise or privilege shall become effective; *provided, however*, that the tracks shall not be required to be constructed until and as the said avenue or road shall be improved by the said city as a street.

§ 8. As soon as may be practicable after the approval and publication of this ordinance, it shall be the duty of the Board of Public Works to advertise for ten days in some daily newspaper published in the city of Louisville, and having a general circulation therein, that bids will be publicly received for the before-mentioned franchise or privilege, and they shall thereafter, according to such advertisement, receive such bids and award such franchise or privilege to the highest and best bidder, subject, however, to the approval of the General Council of said city. Such advertisement shall reserve the right to reject any and all bids.

§ 9. The bidder to whom such franchise or privilege shall be awarded shall pay the amount of such bid in cash to the Treasurer of the said city within ten days after the same shall have been approved by the General Council, and no bid shall be received or considered by the said Board of Public Works unless such bidder shall deposit with his bid a check, payable to the Treasurer of the said city, for the sum of \$100.00, and which shall have been duly certified by a bank established and doing a regular business in the city of Louisville, and which sum of money shall be treated as part payment by the successful bidder, in case he shall comply with his bid; and, if he shall not, it shall be treated and retained as liquidated damages due to the said city. Checks deposited by unsuccessful bidders shall be at once returned to them, respectively.

Approved December 2, 1902.

---

AN ORDINANCE TO PROVIDE FOR A STREET RAILWAY IN  
THE CITY OF LOUISVILLE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That there is hereby created and established a franchise or privilege to construct, maintain, and operate a street railway in the city of Louisville, over and along the following route, namely :

Beginning at the intersection of Fulton and Second streets, at the north line of Fulton street, thence southwardly in and along Second street to the north line of Market street, including the right to join said street railway with any and all other street railway tracks which it may intersect, first obtaining the consent of the owner or owners thereof.

§ 2. The said franchise or privilege shall continue for the period of twenty years from and after the time the same shall take effect.

§ 3. The said railway tracks shall be located as near the center of the said streets and avenues as may be safe and practicable, and the location and construction thereof shall be under the supervision of the Board of Public Works, and the form of

rail to be laid where new tracks shall be required shall be such as may be designated by such board.

§ 4. The said street railway may be operated by electric power, and the said franchise shall embrace the right to erect in and along such streets and avenues the iron poles and wires necessary and suitable for the construction, maintenance, and operation of an overhead single trolley system of electricity. The said railway shall be otherwise operated under and in accordance with the ordinances of the city of Louisville providing for and regulating the operation of street railways in the said city. That streets be kept in repair between tracks and two feet on either side of said tracks.

§ 5. The person or corporation owning or exercising the franchise or privilege aforesaid may charge and collect toll therefor at the rate of five cents for each passenger carried over the same within the city limits: *Provided, however,* that if such person or corporation shall obtain and use the right to run the cars operated on such tracks over and along any other street railway line in the said city, then such person or corporation may charge and collect toll or fare at the rate of five cents, and no more, for each passenger carried over any part of the entire route over which such cars may be run.

§ 6. Any person or corporation acquiring such franchise or privilege may assign or transfer the same, and shall be entitled to enter into any arrangement or agreement with any person or corporation owning any other line of street railway in the said city, by which the cars run and operated over the line hereinbefore described may be run and operated over any other street railway line, or may allow the cars of any other railway line to be run and operated over the line hereinbefore described.

§ 7. Said person or corporation acquiring such franchise or privilege shall construct the said railway, with single or double tracks, within eight months from the time such grant of such franchise or privilege shall become effective.

§ 8. As soon as may be practicable after the approval and publication of this ordinance, it shall be the duty of the Board of Public Works to advertise for ten days in the daily newspapers published in the city of Louisville which have been selected by the General Council to do the public advertising, that bids



will be publicly received for the before mentioned franchise or privilege, and they shall thereafter, according to such advertisement, receive such bids and award such franchise or privilege to the highest and best bidder; subject, however, to the approval of the General Council of said city. Such advertisement shall reserve the right to reject any and all bids.

§ 9. The bidder to whom such franchise or privilege shall be awarded shall pay the amount of such bid in cash to the Treasurer of said city within ten days after the same shall have been approved by the General Council; and no bid shall be received or considered by the said Board of Public Works unless such bidder shall deposit with his bid a check, payable to the Treasurer of said city, for the sum of \$100, and which shall have been duly certified by a bank established and doing a regular business in the city of Louisville, and which sum of money shall be treated as part payment by the successful bidder, in case he shall comply with his bid; and, if he shall not, it shall be treated and retained as liquidated damages due to the said city. Checks deposited by unsuccessful bidders shall be at once returned to them, respectively.

§ 10. This ordinance shall take effect and be in force from and after its passage.

Approved April 28, 1903.

---

AN ORDINANCE AUTHORIZING THE EXTENSION BY THE LOUISVILLE RAILWAY COMPANY OF ITS STREET RAILWAY TRACKS ON BAXTER AVENUE, FROM A POINT AT OR NEAR THE INTERSECTION OF GARDEN STREET TO JEFFERSON STREET.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Louisville Railway Company, assignee of the Central Passenger Railway Company, be and it is hereby authorized to extend, maintain, and operate an extension of its street railway tracks from a point at or near the intersection of Baxter avenue and Garden street, over and along said Baxter avenue to a connection with the said company's tracks on Jefferson street, and which said tracks shall be built, maintained,

and operated upon the same conditions, provisions, and limitations as govern its present line of tracks on said Baxter avenue.

§ 2. The extension of said railway tracks shall be made under the direction and supervision of the Board of Public Works; and this ordinance shall take effect and be in force from and after its passage.

Approved December 26, 1901.

---

AN ORDINANCE GRANTING TO THE KENTUCKY TRACTION COMPANY OF LOUISVILLE, ITS SUCCESSORS OR ASSIGNS, THE RIGHT TO CONSTRUCT, MAINTAIN, AND OPERATE BY ELECTRICITY, RAILROAD TRACKS AND CARS THEREON IN THE CITY OF LOUISVILLE, ON TWENTY-FIRST STREET, STRATTON AVENUE, RUSSELL AVENUE, ON WILSON STREET, SEVENTEENTH STREET, ORMSBY AVENUE, SIXTEENTH STREET, LEXINGTON STREET, MAGAZINE STREET, LUCAS PLACE, ACROSS SEVENTH STREET, SIXTH STREET, ON CENTER STREET AND GREEN STREET, AND ACROSS INTERVENING ALLEYS.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That power and authority are hereby granted to the Kentucky Traction Company of Louisville, its successors and assigns, to construct, maintain, and operate by electricity, railroad tracks and cars thereon in the city of Louisville, along, over, and across the following streets and alleys, to-wit :

Beginning on Twenty-first street at the south line of the first alley south of Bolling avenue, thence north on Twenty-first street to Stratton avenue, thence east on Stratton avenue to and across Eighteenth street, thence eastwardly along the entire length of Russell avenue, thence on the company's own property across to Wilson street, with the right to cross any intervening alleys between Russell avenue and Wilson street; then beginning on Wilson street at or near the first alley east of Eighteenth street; thence along Wilson street to Seventeenth street; thence north on Seventeenth street to Ormsby avenue; thence east on Ormsby avenue to Sixteenth street; thence north along and over Sixteenth street to Lexington street; thence east on Lexington street to Sixteenth street; thence north on Sixteenth street to Magazine street; thence east on Magazine

street to Eighth street; thence east on Magazine street or Lucas place to and across Seventh street extended; thence on the company's own property to Center street, to a point at or near where Lucas place on Magazine street would intersect Center street if extended; thence from that point in Center street northwardly along and over Center street to Green street; thence along and across Green street to Center street; thence on Center street to Jefferson street.

§ 2. The Kentucky Traction Company, its successors or assigns, shall have the right to lay down either single or double tracks on any and all of the above streets and alleys. All necessary switches, cross-overs, turn-outs and sidings may be laid at such points in the street aforesaid, with the approval of the Board of Public Works—subject, however, to change or removal upon reasonable notice and order to do so by the said board.

§ 3. The work shall be done under the supervision of the Board of Public Works of the city of Louisville. The tracks and rails shall at all times be kept at even surface with the street, and the space between the rails and for a distance of two feet on the outside thereof shall be kept in good repair at the exclusive cost of said company, on the demand and under the supervision of the said Board of Public Works. In the construction of said railroad, where the streets have been constructed, the pavement of such streets shall be restored to its original condition, and left in as good order and repair as when the work of constructing the tracks of said railroad thereon began. Such streets shall be repaved with material of the same character as such streets were paved with before—which work of restoration, repair, and construction shall all be done to the satisfaction of the Board of Public Works.

§ 4. The tracks of said company shall not be elevated above the surface of the streets or alleys; the same shall be made and maintained so as to conform to the grades of such streets or alleys as may from time to time exist, with suitable bridges, sewer connections or drains at all gutters, so as to permit the free and uninterrupted flow of water in such gutters. All tracks and rails shall conform to the grade of the street as now established or as may be hereafter established by the city, subject at

all times to be taken up and relaid by the said company at its expense, whenever necessary for the purpose of grading, regrading, paving or repaving or repairing the streets, constructing or repairing sewers, laying or repairing water or gas pipes, or other public improvements; and it is expressly stipulated that the said company shall assume and pay all damages occasioned to anyone in person or property, by its failure to comply with the provisions contained in this subsection.

§ 5. That said company, on all of the paved streets of the city, and on such streets as may hereafter be ordered to be paved, shall pave the space between all rails, including the space between its tracks where there are double tracks, switches or sidetracks, and for a distance of two feet on the outside of the outer rails of its tracks, and on all unpaved streets shall put in good repair, with such material as the city may use on said streets, and so maintain the space between all rails, including the space between the tracks where there are double tracks, switches or sidetracks, and for a distance of two feet on the outside of the outer rails of its tracks, without reference to the condition of the residue of the street; and shall from time to time make all necessary repairs in said space, under specifications, both as to construction and materials, and as to time of commencing and completing the work, as may be prescribed by the Board of Public Works, under the supervision of the said board. In having such paving, repairing or repaving done, the said company shall have it executed by such contractor as the city may employ to do the remaining portions of the street, provided such contractor shall agree with said company to do such work at a charge or cost not in excess of what he may charge the city for said work on the remaining portion of said street, and, as to construction and material, to the satisfaction of said board; and said company shall also construct and keep in good repair that part of the floors of all bridges or other structures owned, in whole or in part, or maintained by the city, crossed by any of its tracks, and for a distance of two feet on the outside of such outer rails, and also between the tracks where there are double tracks; and in case of failure on the part of said company to commence the making of any such improvements or repairs, as aforesaid, in the manner prescribed and in the



time limited therefor, or to complete the same in the manner and time required, then the Board of Public Works shall have the right to proceed to make such improvements and repairs, by letting the same to contract in the same manner as the city contracts for its own work, and the cost of making the same shall be paid by the said company to the city on the requisition of the Board of Public Works, who shall have the absolute right to determine the amount of such indebtedness, and its determination in the premises shall be conclusive as to the amount and justness of such indebtedness, and upon the failure of the said company to pay the same for thirty days, the same shall be forwarded by the said board to the City Attorney for collection by suit.

§ 6. The cars to be used and operated on said tracks shall be operated by electric power, and the Kentucky Traction Company of Louisville, its successors and assigns, is hereby authorized and empowered to erect poles and string wires thereon, and other electric appliances, along the right of way granted through the said city of Louisville, as may be necessary for its use and the careful and proper operation of the overhead trolley system. The poles to be of iron and to be painted, and are to be the best quality, and shall be so placed as not to obstruct the egress or ingress from or to any private property, and not to interfere with or obstruct travel on the streets, sidewalks, and other public ways of the city of Louisville. The placing of said poles to be done under the supervision of the Board of Public Works.

§ 7. Said company shall indemnify and hold harmless the city of Louisville against any claim for damages by any person, by reason of the construction or operation of said track or railroad, and the acceptance of this ordinance shall bind said company to the city of Louisville for the performance of each undertaking of this ordinance.

§ 8. The said Kentucky Traction company of Louisville shall employ and keep such watchmen on the tracks aforesaid, and shall erect and keep such gates for preventing injury to persons and vehicles as the General Council may from time to time require.

§ 9. Ordinances regulating speed of street cars operated by

electricity shall apply to the cars operated by the Kentucky Traction Company.

§ 10. The cars of said company shall be of the best and most approved pattern, and at all times kept clean, well ventilated, provided with comfortable seats for the passengers, and vested for the protection of the motormen from cold, and heated with safe and convenient appliances whenever the temperature of the weather is such that the comfort of the passengers requires the same, and lighted at night with electricity, or, subject to the approval of the Board of Public Works, with other equally efficient light; that all such cars shall be kept in good repair and be provided with the best life-guards or fenders, to be approved from time to time by said board. That the said Traction Company shall begin the laying, constructing, and making of tracks and road granted in the ordinance within eleven months from the date of the granting of the franchise.

§ 11. This ordinance shall take effect from and after its passage.

Approved June 4, 1903.

---

AN ORDINANCE TO PROVIDE FOR THE SALE OF THE FRANCHISE AND PRIVILEGE FOR CONSTRUCTING, OPERATING, AND MAINTAINING WITHIN CERTAIN LIMITS A CONNECTING RAILWAY OR BELT LINE, WITH SIDINGS, IN THE CITY OF LOUISVILLE, KENTUCKY.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That there is hereby created and established a franchise and privilege for constructing, operating, and maintaining a single or double track railroad between the lines of Maple and Howard streets, extending from the east side of Eighteenth street westwardly to a point of connection with the tracks of the Kentucky and Indiana Bridge and Railway Company, at or near Thirtieth street, with the right to cross Eighteenth street and all intervening streets and alleys, and to occupy the center line of Lewis avenue westwardly from Twenty-sixth street, with lateral tracks on said intervening streets and alleys between Maple and Howard streets, when necessary to provide switches

to any business establishments thereon, and also a franchise and privilege to construct, maintain, and operate a single track railroad from Arbegust avenue northwardly, between Sixteenth and Eighteenth streets, so as to provide a connection between the existing track on Arbegust avenue and the factory of the American Tobacco Company, on Broadway, between Seventeenth and Eighteenth streets, and to occupy such public highways as may be necessary for such purpose, and also to construct, maintain, and operate a switch leading from the railroad first above described to a suitable connection with the White Mills Distillery, situated on the south side of Howard street, between Eighteenth and Twentieth streets, and to occupy such public highways as may be necessary for the purpose, provided the location of the two last described lines of railroad shall be approved by the Board of Public Works.

§ 2. Said franchise and privilege shall exist and be enjoyed for a period of twenty (20) years.

§ 3. That the franchise and privilege mentioned in section 1 of this ordinance shall embrace the right to lay, construct, and operate a double or single line of railroad track in such a manner as may be directed by and in accordance with the plans and specifications of the Board of Public Works, and shall cross and occupy the said streets and alleys at grade, and shall be maintained at such grade during the life of the franchise and privilege mentioned in section 2 of this ordinance.

Said plans and specifications shall provide that the rail of said railroad shall be so laid as to be on the level of the surface of the street. Said franchise and privilege shall also provide that the purchaser thereof or its successors or assigns shall during the life of the said franchise keep the streets and alleys and highways along which said railroad shall be constructed in good repair from curb to curb.

§ 4. That the purchaser of this franchise and privilege herein provided for, or its successors or assigns, shall within ten (10) days from the acceptance of his or its bid by the General Council, execute a bond to the city of Louisville, with good and sufficient surety, to be approved by the Common Council, in the sum of twenty thousand (\$20,000) dollars, conditioned that the track or tracks laid or to be laid in pursuance of or by

virtue of the said franchise or privilege, along and across the streets and alleys herein mentioned, shall be maintained at the proper grade and in good and safe condition for the passing of vehicles across said tracks, and to hold the city of Louisville harmless from any loss or damage by reason of any injury to its public ways or to persons or property due to the construction, maintenance, and operation of said tracks, or the exercise of the said franchise or privilege herein provided for, and shall re-new said bond from time to time as required by the General Council.

§ 5. Said purchaser or assigns shall, within ninety (90) days from the acceptance of his or its bid, begin work on said railroad line in good faith and prosecute the same with reasonable diligence, and if such purchaser or his assigns shall fail for one year to build and operate any part of the main line of railroad authorized to be built under the franchise aforesaid, then the said franchise, to the extent it has not been appropriated and made available, shall be forfeited and cease to exist; provided, that delays caused by legal proceedings to procure rights of way over private property, or for damages to property, or for any other purposes which necessarily obstruct and delay the completion of said railroad, shall not be considered as part of said one year.

§ 6. That the purchaser of said franchise or privilege shall, when required by the Common Council, keep a flagman at any crossing of a public highway during such hours as the Board of Public Works may require.

§ 7. Nothing in this ordinance shall be considered as exclusive, or shall prevent the city of Louisville from granting a like franchise or privilege.

§ 8. The maximum charge for the transfer of loaded cars over and along the railroad herein authorized, or any part thereof, shall not at any time exceed two dollars (\$2.00) per loaded car, and the maximum charge for the transfer of an empty car over and along said line, or any part thereof, shall not exceed one dollar (\$1.00) per car.

No charge shall be made for placing empty cars to be loaded or for removing empty cars which have been unloaded, at any point on said railroad, where a switching charge is paid for moving said cars while loaded.



§ 9. All business establishments now or hereafter situated between or on Maple and Howard streets, between Eighteenth and Thirtieth streets, shall have the right to be connected by a switch with said railroad on receiving authority from the Board of Public Works to have the same constructed, and the owner of the railroad aforesaid shall bear all the expense of constructing and maintaining such switches so far as they are located on public highways.

§ 10. The owner or operator of said railroad shall promptly serve without discrimination all railroads and business establishments connected therewith.

§ 11. That it shall be the duty of the Board of Public Works, as soon as practical after the passage of this ordinance, to advertise for ten days in the daily papers doing the official advertising of the city, the sale of the franchise or privilege as aforesaid, and to sell the same at public auction to the highest and best bidder, at a time and place to be fixed by said board, in which advertisement the right to reject any and all bids shall be reserved.

§ 12. That the bidder to whom said franchise and privilege shall be awarded shall pay the amount of such bid in cash to the City Treasurer within ten days after the report of the same by the board shall have been approved by the General Council; and no bid for said franchise and privilege shall be received by said board unless the bidder shall deposit a check, payable to the City Treasurer, for the sum of five hundred dollars (\$500.00), duly certified by some bank doing business in the city of Louisville, which sum shall be treated as part payment on the purchase by the successful bidder in case he shall comply with the terms of his bid, and, if not, it shall be retained as liquidated damages due the city. Checks deposited by unsuccessful bidders shall be returned to them. The upset price of said franchise and privilege is hereby fixed at one thousand dollars (\$1,000.00), and the Board of Public Works shall not accept any bid for less than one thousand dollars (\$1,000.00.)

§ 13. This ordinance shall take effect from and after its passage.

Approved February 9, 1903.

AN ORDINANCE TO PROVIDE FOR THE SALE OF THE FRANCHISE AND PRIVILEGE OF CONSTRUCTING, OPERATING, AND MAINTAINING ON FOURTEENTH STREET, IN THE CITY OF LOUISVILLE, KY., CERTAIN RAILROAD AND RAILROAD TRACKS.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That there is hereby created and established a franchise and privilege to construct, operate, and maintain a single railroad track from the southwest corner of Fourteenth and Duncan streets, where the track of the Chicago, Indianapolis, and Louisville Railway Company is now located, thence extending southwardly along the west line of Fourteenth street, between the west line of Fourteenth street and the Baltimore and Ohio Southwestern Railway Company's tracks, to the south line of Main street; thence southwardly along the west side of Fourteenth street to the north line of Market street, and to occupy such public highways as may be necessary for such purpose.

A map or plan is hereto attached and made a part hereof, showing said proposed railroad tracks.

§ 2. Such franchise or privilege shall continue for a period of twenty years from and after the time the same shall take effect.

§ 3. The said railroad tracks shall be constructed under the supervision of the Board of Public Works, and in such manner as may be directed by and in accordance with the plans and specifications of the Board of Public Works, and shall cross and occupy the said streets and alleys at grade, and shall be maintained at such grade during the life of the franchise or privilege mentioned in section 2 of this ordinance.

§ 4. The said railroad may be operated by electric or steam power, or any other motive power, and said railroad shall be otherwise operated under and in accordance with the ordinance of the city of Louisville providing for the operation of railroads in said city.

§ 5. Any person or corporation acquiring such franchise or privilege may assign or transfer the same, and shall be entitled to enter into any arrangement or agreement with any person or corporation owning any other line or lines of railroads in said city, by which cars run and operated over the line hereinbefore

described may be run and operated over any other railroad line, or lines ; or may allow cars of any other railroad line to be run and operated over the line hereinabove described.

§ 6. As soon as may be practicable, after the approval and publication of this ordinance, it shall be the duty of the Board of Public Works to advertise for ten days in the daily newspaper having a general circulation and doing the official advertising of the said city of Louisville, the sale of the franchise or privilege aforesaid, and to sell the same at public auction, to the highest and best bidder, at the time and place to be fixed by the said Board of Public Works, in which advertisement the right to reject any and all bids shall be reserved.

§ 7. The bidder to whom such franchise or privilege shall be awarded, shall pay the amount of said bid, in cash, to the Treasurer of the said city of Louisville within ten days after the same shall have been approved by the General Council ; and shall execute a bond to said city, with good surety, in the sum of \$500, with the condition that said bidder will comply with the terms of his said bid ; and no bid for said franchise or privilege shall be received by said Board of Public Works unless the bidder shall deposit a check, payable to the City Treasurer, in the sum of \$100, duly certified by some bank doing business in the city of Louisville, which sum shall be treated as part payment on the purchase by the successful bidder, in case he shall comply with the terms of his bid, and if not it shall be treated and retained as liquidated damages due to the said city of Louisville. Checks deposited by unsuccessful bidders shall be returned to them.

The upset price of such franchise or privilege is hereby fixed at \$100.00, and the Board of Public Works shall not accept any bid for less than \$——.

§ 8. The owner of said franchise shall open and maintain for public uses, as shown on plat annexed to this ordinance, a driveway running north and south from Main to Market streets, lying west of Fourteenth street, as specified by dimensions in said plat.

§ 9. That the purchaser of the franchise provided in the ordinance, etc., shall within ninety days after the passage of said ordinance commence work in good faith to construct the tracks

mentioned in said ordinance, and to open the driveway therein mentioned, extending from Main street to Market street, and shall within six months complete the construction of the said tracks and open the said driveway, provided that the aforesaid time shall be extended by addition thereto of the time, if any, of any delay in commencement or completion of construction of the said tracks and driveway caused by legal proceedings instituted to prevent said construction. And should said purchaser fail, as aforesaid, for the periods of time respectively above provided to commence or to complete the tracks or driveway, the franchise aforesaid shall be forfeited by said purchaser, and be thereafter null and void.

§ 10. This ordinance shall take effect and be in force from and after its passage.

Approved June 4, 1903.

---

AN ORDINANCE CONCERNING THE FRANCHISE OR PRIVILEGE OF ERECTING AND MAINTAINING METAL BOXES FOR THE RECEPTION OF WASTE PAPER AND OTHER LITTER IN THE CITY OF LOUISVILLE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That there is hereby created and established a franchise or privilege to erect and maintain metal boxes, for the reception of waste paper, fruit parings, and other litter of like character in the city of Louisville.

§ 2. That said franchise or privilege shall continue for a period of ten (10) years.

§ 3. That the franchise or privilege herein provided for shall be for the erection and maintenance of metal boxes, which shall be not more than five (5) feet high from the sidewalk to peak, not more than twenty (20) inches wide and not more than twenty-four (24) inches long, and shall be constructed of iron, galvanized iron, steel or other metal substance, which shall make a tight and convenient box or receptacle of attractive appearance, and which shall be so arranged as not to block or obstruct any street or sidewalk or to interfere with the free use



of the same by pedestrians. Samples of the boxes to be used shall be exhibited to and approved by the Board of Public Works, and the character, appearance, and workmanship of said boxes shall be taken into consideration by said board.

§ 4. That the person, firm, or corporation whose bid shall be accepted and to whom said franchise or privilege shall be awarded, shall keep said boxes at all times in a neat, clean, and presentable condition, as well as in good repair, and shall remove the contents of said boxes at least once each day and deposit or dispose of the same at such place or places and in such manner as shall be directed by the Board of Public Works, all of which shall be without any expense to the city of Louisville.

§ 5. That the person, firm, or corporation to whom said franchise or privilege shall be sold shall place at least one hundred (100) of said boxes in position on the streets of the city of Louisville within ninety (90) days after the approval of the contract therefor, and shall have the right to erect and maintain at least four hundred (400) more of said boxes, or as many as may be deemed necessary, the exact number to be determined by the person, firm, or corporation to whom said franchise or privilege shall be awarded; but the Board of Public Works shall have the right to designate the places at which they shall be erected, and when erected said boxes shall be under the protection of said board and the police authorities of the city of Louisville. The said board shall also have power and authority at any time it may be deemed to the interest of the city of Louisville, in order to prevent obstruction to any street or sidewalk in the city or for other cause deemed sufficient by said board, to change the location of any box or boxes erected by the purchaser of said franchise or privilege, his successors or assigns, and require the same to be removed from one place to another.

§ 6. That as soon after the passage of this ordinance as practicable the Board of Public Works shall advertise in the daily newspaper doing the public advertising of the city, published in the English language, the sale of said franchise or privilege for not less than fifteen (15) days before the date of said sale, stating the time and place of sale fixed by said board,

and reserving the right to reject any and all bids, and shall sell said franchise or privilege at public auction to the highest and best bidder. In making bids for said franchise or privilege any person, firm, or corporation shall have the right to bid therefor a certain and specified sum of money to be paid in cash each year, and the time and manner of such payments, as well as the other duties imposed on the purchaser of said franchise or privilege by the provisions of this ordinance, shall be fixed by written contract between the purchaser and the city of Louisville. The bid which shall be accepted by the Board of Public Works shall be reported in writing to the General Council for its approval, and when approved by the General Council and Mayor the sale of said franchise or privilege shall be final.

§ 7. That the person, firm, or corporation to whom the said franchise or privilege shall be sold shall within ten (10) days after the sale shall have been approved, as provided for in section 6 of this ordinance, execute a contract to the city of Louisville, with good and sufficient sureties, in the sum of five thousand (\$5,000) dollars for the faithful performance of all obligations and duties arising under the grant of said franchise or privilege and the provisions of this ordinance, and shall by said contract covenant to save the city of Louisville harmless from any and all loss or damage of any kind resulting from accident or injury to any person or property on account of the location or position of said boxes or from the manner in which the same shall be maintained.

§ 8. Each bidder shall be required to deposit in cash or certified check the sum of five hundred (\$500) dollars with the City Treasurer, in the manner and form as the Board of Public Works may provide in advertising the sale of said franchise or privilege, as a guaranty of good faith in bidding for same, that in the event of their bid being accepted they will execute the necessary contract with the city of Louisville in the premises.

§ 9. That the contract provided for in section 7 of this ordinance shall require of the owner of said franchise or privilege to place and keep in a conspicuous place on each box or receptacle erected under the provisions of this ordinance a sign reading as follows: "City waste box." And also a proper number on the same, the letters and figures of said signs in no

instance to be less than two (2) inches in length. That the person, firm, or corporation that shall acquire said franchise or privilege shall have the right to utilize the spaces on the outside of said boxes for advertising purposes, but no advertisement or advertising sign shall be placed on any of said boxes unless the same shall be painted, printed or enameled on steel, iron or other metal—and be of attractive appearance, and no advertisement or advertising sign shall be of an immoral or objectionable character, and the Board of Public Works shall have the right to condemn and cause the immediate removal from any such box or boxes any or all immoral or objectionable advertisements or advertising signs.

That it shall be incumbent on the purchaser of said franchise or privilege, his successor or assigns, to indicate on said boxes the names of the street at the intersections where the same shall be located on blue and white enameled signs.

§ 10. That the Board of Public Works shall make all rules and regulations necessary concerning the proper use and maintenance of the boxes provided for in this ordinance.

§ 11. That the owner of the franchise or privilege, upon his failure to pay any installment of money or percentage of the gross receipts arising therefrom due the city of Louisville by the terms of his bid and according to contract, for a period of sixty (60) days after the same shall have become due, the city shall have the right by resolution of the General Council, upon the recommendation of the Board of Public Works, to declare the contract for the erection and maintenance of said boxes during the remainder of the period for which the same was sold forfeited, and shall have the further right to take possession of all of the boxes erected by the purchaser of said franchise or privilege, his successor or assigns, and to dispose of said boxes as it may deem proper.

§ 12. That this ordinance shall take effect from its passage.

Approved December 2, 1902.

## GATES

## At Railway Crossings.

AN ORDINANCE REQUIRING A GATE TO BE ERECTED AND MAINTAINED BY THE SOUTHERN RAILWAY COMPANY AND THE RECEIVERS OF THE KENTUCKY & INDIANA BRIDGE COMPANY, AT THE RAILROAD CROSSING AT CATALPA STREET, SOUTH OF WOODLAND AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Southern Railway Company and the receivers of the Kentucky & Indiana Bridge Company be and they are hereby required to immediately erect, maintain, and operate a gate at the railroad crossing at Catalpa street, south of Woodland avenue, and to keep a watchman in charge of same at all times, day and night.

§ 2. Each day of failure to comply with any provision of this ordinance shall constitute a separate offense, and for each such offense each offender shall be fined not less than twenty-five dollars nor more than one hundred dollars.

§ 3. This ordinance shall take effect and be in force from and after twenty days from its passage and publication.

Approved August 3, 1898.

---

AN ORDINANCE REQUIRING GATES TO BE ERECTED AND MAINTAINED BY THE SOUTHERN RAILWAY COMPANY (IN KENTUCKY), AT ITS RAILROAD CROSSING OF THIRD STREET, IN THE CITY OF LOUISVILLE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Southern Railway Company (in Kentucky) be and it is hereby required, within thirty days from the passage of this ordinance, to erect, maintain, and operate gates at the crossing of its railroad of Third street, in the city of Louisville, and to keep a watchman in charge of the same at all times, day and night.



§ 2. That each day's failure to comply with any provision of this ordinance shall constitute a separate offense, and for each such offense said railway company shall be fined not less than twenty-five dollars nor more than one hundred dollars.

§ 3. That this ordinance shall take effect and be in force from and after its passage.

Approved August 17, 1898.

---

AN ORDINANCE REQUIRING A GATE TO BE ERECTED AND MAINTAINED BY THE KENTUCKY & INDIANA BRIDGE AND RAILROAD COMPANY AT ITS RAILROAD CROSSING OF WOODLAND AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Kentucky & Indiana Bridge and Railroad Company be and it is hereby required to immediately erect, maintain, and operate a gate at its railroad crossing of Woodland avenue, and to keep a watchman in charge of the same at all times, day and night.

§ 2. Each day's failure to comply with any provision of this ordinance shall constitute a separate offense, and for each offense the said company shall be subject to a fine of not less than twenty-five nor more than one hundred dollars.

§ 3. This ordinance shall take effect and be in force from and after twenty days from its passage.

Approved October 14, 1901.

---

AN ORDINANCE REQUIRING A GATE TO BE ERECTED AND MAINTAINED BY THE KENTUCKY & INDIANA BRIDGE AND RAILROAD COMPANY AT ITS RAILROAD CROSSING OF ITS LINE OF RAILROAD TRACKS ON THIRTY-FIRST STREET ACROSS MARKET STREET.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Kentucky & Indiana Bridge and Railroad Company be and is hereby required to immediately erect, main-

tain, and operate a gate at its railroad crossing of its line of railroad tracks on Thirty-first street across Market street, and to keep a watchman in charge of the same at all times, day and night.

§ 2. Each day's failure to comply with any provision of this ordinance shall constitute a separate offense, and for each offense the said company shall be subject to a fine of not less than twenty-five nor more than one hundred dollars.

§ 3. This ordinance shall take effect and be in force from and after twenty days from its passage.

Approved September 14, 1901.

---

### INDUSTRIAL SCHOOL OF REFORM.

#### Authorized to Lease Certain Property.

#### AN ORDINANCE TO AUTHORIZE THE LEASE OF CERTAIN PROPERTY BY THE INDUSTRIAL SCHOOL OF REFORM.

WHEREAS, It is represented to the General Council of the city of Louisville by the Board of Managers of the Louisville Industrial School of Reform that it has agreed with the Norman Lumber Company, a corporation of Louisville, Ky., to lease to it that certain triangular lot or parcel of land in Jefferson county, Ky., lying on the west of Third street, near the Kentucky Wagon Works, and south of the Southern Railway track, and northeast of the L. & N. Railroad track, for a period of ten years, at two hundred and fifty dollars (\$250) per year, subject to the approval of the General Council of the city of Louisville: *Be it ordained by the General Council of the city of Louisville:*

§ 1. That consent is hereby given to the Board of Managers of the Industrial School of Reform to make a lease of the aforesaid property for a term of five years upon such conditions as the said Board of Managers of the Louisville Industrial School of Reform may deem proper. That said lease be made to the Norman Lumber Company at a rental of not less than \$250 per year.

§ 2. This ordinance shall take effect from and after its passage.

Approved August 16, 1899.

---

**RAILWAYS.****Track on Baxter Avenue to be Removed from Side to Center of Avenue.**

AN ORDINANCE AUTHORIZING THE LOUISVILLE RAILWAY COMPANY TO REMOVE ITS STREET RAILWAY TRACKS, NOW LOCATED ON THE SIDE OF BAXTER AVENUE, FORMERLY THE BARDSTOWN ROAD, AND PLACE SAID TRACKS IN THE CENTER OF THE SAME.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Louisville Railway Company, assignee of the Louisville City Railway Company, and the Beargrass Railway Company, be and it is hereby authorized, so far as the city of Louisville has power so to do, to remove its tracks, now located on the side of Baxter avenue, formerly the Bardstown Turnpike road, and place the same in the center thereof, and to maintain and operate the tracks so removed upon the same conditions, provisions, and limitations as govern the present line.

§ 2. The removal and construction of the said tracks shall be made under the direction and supervision of the Board of Public Works, and shall be constructed as and when the said Baxter avenue shall be made and improved as a street of the said city.

§ 3. This ordinance shall take effect and be in force from and after its passage.

Approved August 17, 1899.

---

**RAILWAYS.****Authority to Extend Railway Track on Eighteenth Street.**

AN ORDINANCE AUTHORIZING THE EXTENSION BY THE LOUISVILLE RAILWAY COMPANY OF ITS STREET RAILWAY TRACKS ON EIGHTEENTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Louisville Railway Company, assignee of Louisville City Railway Company, be and it is hereby author-

ized, so far as the city of Louisville has power so to do, to extend, maintain, and operate its street railway tracks from their present terminus at Dumesnil street, along and over Eighteenth street, to the old city limits, at or near the Southern Railroad crossing, and which shall be built, maintained, and operated upon the same conditions, provisions, and limitations as govern its present line of tracks on said street.

§ 2. The said extension of railway tracks shall be made under the direction and supervision of the Board of Public Works, and shall be so constructed within six months from the passage of this ordinance, so far as Eighteenth street has been graded and paved, and thereafter shall be constructed as and when the city of Louisville shall grade and pave the remaining portion of the said street.

§ 3. This ordinance shall take effect and be enforced from and after its passage.

Approved July 24, 1899.

---

**Authority to Extend Railway Tracks on Preston street.**

AN ORDINANCE AUTHORIZING THE EXTENSION BY THE LOUISVILLE RAILWAY COMPANY OF ITS STREET RAILWAY TRACKS ON PRESTON STREET.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Louisville Railway Company, assignee of the Louisville City Railway Company, be and it is hereby authorized to extend, maintain, and operate an extension of its street railways tracks from their present terminus near Ormsby avenue, over and along Preston street and the Preston street road, now called Lawton aveune, to the city limits, and which shall be built, maintained, and operated upon the same conditions, provisions, and limitations as govern its present line of tracks on said street.

§ 2. The extension of said railway tracks shall be made under the direction and supervision of the Board of Public Works ; and this ordinance shall take effect and be in force from and after its passage.

Approved July 8, 1901.



**Authority to Extend Railway Tracks on Brook and Hill streets.****AN ORDINANCE AUTHORIZING THE EXTENSION BY THE LOUISVILLE RAILWAY COMPANY OF ITS STREET RAILWAY TRACKS ON BROOK AND HILL STREETS.**

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Louisville Railway Company, assignee of the Central Passenger Railway Company, be and it is hereby authorized, so far as the city of Louisville has power so to do, to extend, maintain, and operate its street railway tracks from their present tracks at Oak street, along and over Brook street to Hill street, and thence along and over Hill street to Second street, which extension shall be built, maintained, and operated upon the same conditions, provisions, and limitations as govern its present line of tracks on Brook street.

§ 2. That said extension of railway tracks shall be made under the supervision of the Board of Public Works, and shall be constructed and placed in operation within six months from the passage of this ordinance, and the construction of the tracks on such extension shall be done as and when the city of Louisville shall pave said portions of Brook and Hill streets.

§ 3. That this ordinance shall take effect from its passage.

Approved July 15, 1901.

---

**RAILROADS.****Authority to Extend Tracks Across Twelfth Street.****AN ORDINANCE AUTHORIZING THE ILLINOIS CENTRAL RAILROAD COMPANY TO CONSTRUCT AND EXTEND ITS RAILROAD ACROSS TWELFTH STREET, NORTH OF ROWAN STREET, BETWEEN ROWAN AND HIGH STREETS.**

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Illinois Central Railroad Company be and it is hereby authorized to construct and extend its railroad with so many tracks as may be needed for its business across Twelfth street, and north of Rowan street, between Rowan and High

streets, and so as to connect the property now owned by it on the west side of Twelfth street with the property owned by it on the east side of Twelfth street, between Rowan and High streets.

§ 2. Said Illinois Central Railroad Company shall employ and keep such watchmen upon the tracks aforesaid, and shall erect and keep up such gates for preventing injury to persons and vehicles as the General Council may from time to time require.

§ 3. The work shall be done under the supervision of the Board of Public Works, and the tracks and rails shall at all times be kept at even surface with the surface of the street, and the spaces between the rails shall be kept in repair at the exclusive cost of said company.

§ 4. Said company shall indemnify and hold harmless the city of Louisville against any claim for damage by any person by reason of the construction and operation of said track or tracks, and the acceptance of this ordinance shall bind said company to the city of Louisville for the performance of each undertaking in this ordinance.

§ 5. Trains shall not pass over said tracks at a rate of speed exceeding six miles per hour, nor shall locomotives or cars be permitted to stand across or in said Twelfth street.

§ 6. This ordinance shall take effect from and after its passage.

Approved August 7, 1897.

---

## RAILROADS.

### Granting Right of Way to.

#### AN ORDINANCE IN REGARD TO RIGHT OF WAY TO THE LOUISVILLE, HARROD'S CREEK AND WESTPORT RAILROAD COMPANY.

WHEREAS, By an ordinance of the General Council of the city of Louisville, entitled "An ordinance in regard to right of way to the Louisville and Harrod's Creek and Westport Rail-

way Company," approved April 8, 1878, the said railway company was granted a right of way in Fulton street in the city of Louisville, Jefferson county, Kentucky, for a period of seventeen years from said date ; and,

WHEREAS, By said ordinance it was ordained that at the expiration of said seventeen years from said date that the said railway company should remove its rails, cross-ties, etc., from said Fulton street, and put said street in good repair, provided the city desired such removal ; and,

WHEREAS, The said seventeen years will soon expire ; and,

WHEREAS, The city does not desire such removal ; now,

*Be it ordained by the General Council of the city of Louisville :*

That a right of way is hereby granted to the Louisville, Harrod's Creek and Westport Railroad Company, the successor of the Louisville, Harrod's Creek and Westport Railway Company, its successors and assigns, in said Fulton street, to maintain and operate a railroad as the railroad is now located in said street for so long a time as the Louisville, Harrod's Creek and Westport Railroad Company, its successors and assigns, shall maintain and operate a railroad in said street.

Approved August 2, 1894.

---

AN ORDINANCE GRANTING TO THE CHICAGO, ST. LOUIS & NEW ORLEANS RAILWAY COMPANY, OPERATED IN THE CITY OF LOUISVILLE BY THE ILLINOIS CENTRAL RAILROAD COMPANY, THE RIGHT TO CONSTRUCT AND OPERATE RAILROAD TRACKS OR SWITCHES.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Chicago, St. Louis & New Orleans Railway Company, operated in the city of Louisville by the Illinois Central Railroad Company, be and it is hereby granted the right to construct a track or switch across Washington street at the east side of Brook street from its property to the property of E. L. Hughes & Co.; also to construct a track or switch from the property of said Illinois Central Railroad Company across

Washington street along the east side of Brook street to Main street, as shown by the plan submitted to the Board of Public Works, for the purpose of loading and unloading traffic at the plant and other points on said switch, with the right to operate or cause to be operated cars over and along said switch and its connections.

§ 2. That the work of constructing said track or switch shall be done at the expense of said railroad company under the supervision and according to the plans therefor of the Board of Public Works, and said tracks and switches shall be subject to removal at any time at the direction of the General Council or Board of Public Works. The space between the rails, and for two feet on the outside thereof, shall be kept in good repair at the exclusive cost of said company on the demand and under the supervision of said board.

§ 3. That said company shall indemnify and hold harmless the city of Louisville against any claim for damages by any person by reason of the construction, failure to repair the pavements of said streets as aforesaid, or the operation of cars on said tracks; and the acceptance of this ordinance by the construction of said switches and tracks shall bind said Illinois Central Railroad Company, its successors and assigns, to the city of Louisville for the performance of each undertaking or provision of this ordinance.

§ 4. That cars or trains shall not pass over said tracks at a rate of speed exceeding six miles per hour, nor shall locomotives or cars be permitted to stand across or in said streets or either of them so as to obstruct public travel thereon.

§ 5. That for a violation of any provision of this ordinance by said Illinois Central Railroad Company, or any of its officers, agents, or employes, said company shall be subject to a fine of not less than twenty-five dollars nor more than one hundred dollars for each offense.

§ 6. That this ordinance shall take effect from its passage.

Approved July 17, 1900.



## RAILROAD TRACKS.

### Right to Construct by Louisville and Jeffersonville Bridge Company on Certain Streets.

AN ORDINANCE GRANTING TO THE LOUISVILLE & JEFFERSONVILLE BRIDGE COMPANY THE RIGHT TO CONSTRUCT, MAINTAIN, AND OPERATE CERTAIN RAILROAD TRACKS IN THE CITY OF LOUISVILLE, AND IN ORDER TO RELIEVE HANCOCK STREET BETWEEN WASHINGTON AND FRANKLIN FROM ANY OBSTRUCTION BY RAILROAD TRACKS, TO EFFECT A CHANGE FROM ITS PRESENT TO A NEW LOCATION, AT THE COST OF SAID BRIDGE COMPANY, CLOSING SO MUCH OF HANCOCK STREET AS IS THUS CHANGED.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. Power and authority are hereby given to the Louisville & Jeffersonville Bridge Company to construct, maintain, and operate, by steam, electricity, or other motive power, the following railroad tracks of standard gauge in the city of Louisville, to-wit :

Seven tracks leading off from or connecting with the bridge approach ; two of said tracks to be laid through and along Washington street, from Hancock to the entrance of the yard of the said bridge company at Preston and Washington streets ; the other five of said tracks to be constructed upon the company's own property north of Washington street, with the right to cross all intervening highways so as to enter said yards.

§ 2. The said bridge company is, at its own cost and expense, to procure (1) a strip of ground forty (40) feet wide from Washington street to Franklin street, thus described : Beginning at a point on the north side of Washington street about twenty (20) feet east of Hancock ; thence east along Washington street forty (40) feet in width, to Franklin street ; the west line of said new street being at its intersection with Franklin street about two hundred (200) feet east of Hancock street ; (2) a triangular strip of ground fronting twenty-six and one-fourth ( $26\frac{1}{4}$ ) feet at the southeast corner of Hancock and Washington streets and running out to nothing on Hancock street, about fifty (50) feet south of Washington street. The said above described strips to be dedicated to the city of Louisville, as a

street, in perpetuity. The said new street is to have a carriage-way of thirty (30) feet of Telford macadam, and a ten (10) foot cement sidewalk along the eastern side thereof; the purpose being that, in lieu of the present Hancock street between Washington and Franklin streets, there shall be provided a new highway entirely unobstructed by railroad tracks either along or across the same, thereby affording a free and unobstructed street between Franklin and Washington streets.

The said acquisition of the said property for the new street and the construction thereof all to be at the cost of said bridge company.

§ 3. The said new street and the said tracks shall be constructed under the supervision of the Board of Public Works, and so much of Jackson and Preston streets as shall be occupied by said tracks shall be kept in repair at the sole and exclusive cost of the bridge company, and so as not to obstruct the ordinary use of said streets.

§ 4. The said tracks shall be laid down and said new streets constructed, and then dedicated substantially as appears on the map filed with the Board of Public Works, and entitled "Louisville & Jeffersonville Bridge—Plat showing proposed tracks and improvements in Washington street, Hancock street, and across Jackson and Preston streets, January 15, 1901."

§ 5. Whenever the said new street has been so acquired, constructed, and then dedicated by the said bridge company, and received by the Board of Public Works, the City Attorney is authorized and directed to take such proceedings in court or otherwise, as may be necessary for the closing of Hancock street from Washington to Franklin street.

§ 6. Trains operating over the said tracks shall not be moved at a greater rate of speed than six miles an hour.

§ 7. The said bridge company shall, whenever requested to do so by resolution of the General Council, keep a flagman at the intersections of Jackson and Preston streets with Washington street.

§ 8. This ordinance shall take effect from its publication.

Approved January 29, 1901.

## RAILROADS.

### Right to Construct Switches, Tracks, Etc.

AN ORDINANCE GRANTING TO THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY THE RIGHT TO CONSTRUCT, MAINTAIN, AND OPERATE A SWITCH IN AND ACROSS ELEVENTH STREET, BETWEEN MAPLE AND LEXINGTON STREETS.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Louisville and Nashville Railroad Company be and it is hereby granted the right to construct, maintain, and operate, or cause to be operated cars thereon, a switch starting from the lumber yard of said railroad company on the east side of Eleventh street, between Maple and Lexington streets, and running thence westwardly into Eleventh street, intersecting the east curb line of said street at a point two hundred and twenty-three (223) feet south of the southeast corner of Eleventh and Maple streets, thence crossing Eleventh street and intersecting the west curb line of Eleventh street at a point one hundred and ninety-two (192) feet south of the southwest corner of Maple and Eleventh streets, thence west into and over the property of the Wm. Schuff & Co. (incorporated.) A blue print showing the location of said switch by a line drawn thereon, marked "Proposed Switch," is attached hereto as part hereof.

§ 2. That the work of constructing said track or switch shall be done at the expense of said railroad company, under the supervision of and according to plans and specifications to be approved by the Board of Public Works, and said track or switch shall be subject to removal at any time upon the direction of the General Council or Board of Public Works. The spaces between the rails and for two feet on the outside thereof shall be graded, paved, and kept at the grade of said street and in good repair at the exclusive cost of said railroad company, on the demand at any time and under the supervision of said board.

§ 3. That said railroad company, its successors, lessees, or assigns, shall indemnify and save the city of Louisville harmless against any and all claims of any person or persons for damages

for injury to person or property by reason of the construction, operation, and maintenance of said track or switch in Eleventh street, or the failure to comply with any provision of this ordinance ; and the acceptance of this ordinance by the construction of said track or switch as aforesaid shall bind said railroad company, its successors, lessees, and assigns to the city of Louisville for the faithful performance of each undertaking and provision of this ordinance.

§ 4. That the cars or trains shall not pass over said track or switch at a rate of speed exceeding six miles per hour, nor shall any locomotive or car be permitted to stand across or in said street so as to obstruct public travel thereon.

§ 5. That for a violation of any provision of this ordinance by any officer, agent, or employe of said railroad company, its successors, lessees, or assigns, he shall be subject to a fine of not less than twenty-five dollars nor more than one hundred dollars for each offense.

§ 6. That this ordinance shall take effect from its passage.

Approved August 8, 1902.

---

AN ORDINANCE GRANTING THE SOUTHERN RAILWAY IN KENTUCKY THE RIGHT TO CONSTRUCT, OPERATE, AND MAINTAIN A CONNECTING TRACK OR SWITCH ON FLOYD STREET, EXTENDING INTO THE PROPERTY OF THE JOHN T. RABBETH MILLING COMPANY.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Southern Railway in Kentucky be and it is hereby granted the right to construct, maintain, and operate, or cause to be operated cars thereon, a connecting track, or switch, to spring from the terminal railway track at a point six hundred and fifty (650) feet northerly from the crossing of the said Terminal Railway and the main track of the said Southern Railway Company, near Floyd street, and extending from said terminal railway in a northwesterly direction by a 21 degree 22 second curve to the left, a distance of one hundred and fifty (150) feet in Floyd street to the west line of Floyd street, it being designed that said switch shall thence go into the property of the



John T. Rabbeth Milling Company. A blue print showing the location of said proposed switch by a yellow line drawn thereon is attached hereto, marked "Plan B," as part hereof.

§ 2. That the work of constructing said track or switch shall be done at the expense of said railway company, under the supervision of and according to plans and specifications to be approved by the Board of Public Works, and said track or switch shall be subject to removal at any time upon the direction of the General Council or Board of Public Works. The spaces between the rails and for two feet on the outside thereof shall be graded, paved, and kept at the grade of said street and in good repair at the exclusive cost of said railway company on the demand at any time and under the supervision of said board.

§ 3. That said railway company, its successors, lessees or assigns, shall indemnify and save the city of Louisville harmless against any and all claims of any person or persons for damages for injury to person or property by reason of the construction, operation, and maintenance of said track or switch in Floyd street, or the failure to comply with any provision of this ordinance; and the acceptance of this ordinance by the construction of said track or switch as aforesaid shall bind said railway company, its successors, lessees, and assigns to the city of Louisville for the faithful performance of each undertaking and provision of this ordinance.

§ 4. That the cars or trains shall not pass over said track or switch at a rate of speed exceeding six miles per hour, nor shall any locomotive or car be permitted to stand across or in said street so as to obstruct public travel thereon.

§ 5. That for a violation of any provision of this ordinance by any officer, agent, or employe of said railway company, its successors, lessees or assigns, he shall be subject to a fine of not less than \$25 nor more than \$100 for each offense.

§ 6. That this ordinance shall take effect from its passage.

Approved August 8, 1902.

AN ORDINANCE CONSENTING TO THE SALE OF A TRACT OF LAND AT THE SOUTHWEST CORNER OF THIRD AND K STREETS, IN THE CITY OF LOUISVILLE, KY., AUTHORIZING THE RELINQUISHMENT OF ANY INTEREST OF THE CITY OF LOUISVILLE IN SAID LAND.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That consent is hereby given to the sale by the Louisville Industrial School of Reform to the Kentucky Wagon Manufacturing Company of a tract of land at the southwest corner of Third and K streets, in the city of Louisville, beginning at the said corner, thence running southwardly along the west side of Third street one hundred and twenty-six (126) feet, and extending back westwardly, of that width throughout, the northern line binding on K street, one hundred and ninety (190) feet to an alley twenty (20) feet wide; and that the Mayor is hereby authorized to unite in a conveyance of said property, relinquishing any right, title or interest of the city of Louisville therein.

§ 2. This ordinance shall take effect from its passage, and all ordinances in conflict herewith are hereby repealed.

Approved September 23, 1902.

---

AN ORDINANCE GRANTING TO THE ILLINOIS CENTRAL RAILROAD COMPANY THE RIGHT TO CONSTRUCT, MAINTAIN AND OPERATE AN EXTENSION OF ITS PRESENT SWITCH IN WILSON AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Illinois Central Railroad Company be and it is hereby granted the right to construct, maintain, and operate, or cause to be operated, cars thereon, an extension of its present railroad track or switch, as follows: Beginning in Wilson avenue at the west line of Thirteenth street, thence eastward across Thirteenth street and in Wilson avenue to a point two hundred (200) feet east of Thirteenth street, the total length of said extension of said switch being two hundred and sixty (260) feet.

A map showing the location of said switch by a line drawn thereon, marked "Proposed Extension," is attached hereto as part hereof.

§ 2. That the work of constructing said track or switch shall be done at the expense of said railroad company, under the supervision of and according to plans and specifications to be approved by the Board of Public Works, and said track or switch shall be subject to removal at any time upon the direction of the General Council or Board of Public Works. The spaces between the rails and for two feet on the outside thereof shall be graded, paved, and kept at the grade of said street and in good repair at the exclusive cost of said railroad company, on the demand at any time, and under the supervision of said board.

§ 3. That said railroad company, its successors, lessees, or assigns, shall indemnify and save the city of Louisville harmless against any and all claims of any person or persons for damages for injury to person or property by reason of the construction, operation, and maintenance of said track or switch in Wilson avenue, or the failure to comply with any provision of this ordinance; and the acceptance of this ordinance by the construction of said track or switch as aforesaid shall bind said railroad company, its successors, lessees, and assigns, to the city of Louisville for the faithful performance of each undertaking and provision of this ordinance.

§ 4. That the cars or trains shall not pass over said track or switch at a rate of speed exceeding six miles per hour, nor shall any locomotive or car be permitted to stand across or in said street so as to obstruct public travel thereon.

§ 5. That for a violation of any provision of this ordinance by any officer, agent, or employe of said railroad company, its successors, lessees, or assigns, he shall be subject to a fine of not less than twenty-five dollars nor more than one hundred dollars for each offense.

§ 6. This ordinance shall take effect from its passage.

Approved September 29, 1902.

AN ORDINANCE GRANTING THE KENTUCKY REFINING COMPANY THE RIGHT TO CONSTRUCT, OPERATE, AND MAINTAIN CONNECTING TRACKS OR SWITCHES ON KNAPP STREET, EXTENDING INTO THE PROPERTY OF THE KENTUCKY REFINING COMPANY.

*Be it ordained by the General Council of the city of Louisville:*

§ 1. That the Kentucky Refining Company be and it is hereby granted the right to construct, or cause to be constructed, maintain, and operate, or cause to be operated, cars thereon, two connecting tracks, or switches, to spring from the main track of the Louisville & Nashville Railroad Company's track at a point on Knapp street, ninety feet west from the western line of Hancock street, and extending eastwardly along Knapp street to and into the property of the Kentucky Refining Company at the southwest corner of Shelby and Knapp streets, known as the Alkali Plant, it being designed and intended that said two connecting tracks or switches shall, from Knapp street, extend to and over the property known as the Alkali Plant of the Kentucky Refining Company. A blue print showing the location of said switches by two red lines drawn thereon, each marked "Proposed extension of side track," is attached as part thereof.

§ 2. That the work of constructing said tracks or switches shall be done at the expense of said Refining Company, under the supervision of and according to plans and specifications to be approved by the Board of Public Works, and said tracks or switches shall be subject to removal at any time upon the direction of the General Council or the Board of Public Works. The spaces between the rails of said switches, and for two feet on the outside thereof, shall be graded and kept at the grade of said street and in good repair at the exclusive cost of said Kentucky Refining Company on the demand at any time and under the supervision of said board.

§ 3. That said Kentucky Refining Company, its successors or assigns, shall indemnify and save the city of Louisville harmless against any and all claims of any person or persons for damages for injury to any person or property by reason of the construction, operation, or maintenance of said tracks or switches in Knapp street, or the failure to comply with any provision of



this ordinance, and the acceptance of this ordinance by the construction of said tracks or switches as aforesaid shall bind said Kentucky Refining Company, its successors and assigns, to the city of Louisville for the faithful performance of each undertaking and provision of this ordinance.

§ 4. That the cars or trains shall not pass over said tracks or switches at a rate of speed exceeding six miles per hour, nor shall any locomotive or car be permitted to stand across or in said street so as to obstruct public travel thereon.

§ 5. That for a violation of any provision of this ordinance by any officer, agent, or employe of said Kentucky Refining Company, its successors or assigns, he shall be subject to a fine of not less than \$25 nor more than \$100 for each offense.

§ 6. This ordinance shall take effect from its passage.

Approved September 29, 1902.

---

AN ORDINANCE GRANTING TO THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY THE RIGHT TO CONSTRUCT, MAINTAIN, AND OPERATE A SWITCH IN AND ACROSS L STREET, BETWEEN THIRD STREET AND THE RIGHT OF WAY OF SAID RAILROAD COMPANY.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Louisville and Nashville Railroad Company be and it is hereby granted the right to construct, maintain, and operate a railroad switch from the center line of L street to the southern line of L street and from said southern line of L street, extending in a southerly direction so as to connect with the tracks of said L. and N. Railroad Company, and to erect in the center line of L street, at a point not nearer than forty (40) feet east of Third street a header connected with or attached to said switch. A blue print showing the location of said switch by a line drawn thereon, marked "proposed siding," is attached hereto as part hereof.

§ 2. That the work of constructing said track or switch shall be done at the expense of said railroad company, under the supervision of and according to plans and specifications to be ap-

proved by the Board of Public Works, and said switch shall be subject to removal at any time upon the direction of the General Council or Board of Public Works. The spaces between the rails and for two feet on the outside thereof shall be graded, paved, and kept at the grade of said street and in good repair at the exclusive cost of said railroad company on the demand at any time and under the supervision of said board.

§ 3. That said railroad company, its successors, lessees or assigns, shall indemnify and save the city of Louisville harmless against any and all claims of any person or persons for damages for injury to person or property by reason of the construction, operation, and maintenance of said track or switch in L street or the failure to comply with any provision of this ordinance, and the acceptance of this ordinance by the construction of said track or switch as aforesaid shall bind said railroad company, its successors, lessees and assigns to the city of Louisville for the faithful performance of each undertaking and provision of this ordinance.

§ 4. That the cars or trains shall not pass over said track or switch at the rate of speed exceeding six miles per hour, nor shall any locomotive or car be permitted to stand across or in said street so as to obstruct public travel thereon.

§ 5. That for a violation of any provision of this ordinance by any officer, agent, or employe of said railroad company, its successors, lessees or assigns, he shall be subject to a fine of not less than twenty-five dollars nor more than one hundred dollars for each offense.

§ 6. That this ordinance shall take effect from its passage.

Approved December 9, 1902.

---

AN ORDINANCE GRANTING THE LOUISVILLE LEAD AND COLOR COMPANY THE RIGHT TO CONSTRUCT, OPERATE, AND MAINTAIN A CONNECTING TRACK OR SWITCH ACROSS DUNCAN STREET, SIXTY FEET, MORE OR LESS EAST OF FIFTEENTH STREET, EXTENDING INTO THE PROPERTY OF THE LOUISVILLE LEAD AND COLOR COMPANY.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Louisville Lead and Color Company be, and

it hereby is, granted the right to construct, or cause to be constructed, maintain and operate, or cause to be operated, cars thereon, a connecting track or switch, from the switch in the Peaslee-Gaulbert Company property, north of Duncan street and east of Fifteenth street, across Duncan street at a point sixty feet, more or less, east of Fifteenth street, and extending into the property of the Louisville Lead and Color Company. A blue print showing the proposed extension or switch is attached hereto as part hereof.

§ 2. That the work of constructing said track or switch shall be done at the expense of the Louisville Lead and Color Company, under the supervision of and according to plans and specifications to be approved by the Board of Public Works, and said track or switch shall be subject to removal at any time upon the direction of the General Council or of the Board of Public Works. The spaces between the rails of said switch, and for two feet on the outside thereof, shall be graded and kept at the grade of said street and in good repair at the exclusive cost of said Louisville Lead and Color Company on the demand at any time and under the supervision of said board.

§ 3. That said Louisville Lead and Color Company, its successors or assigns, shall indemnify and save the city of Louisville harmless against any and all claims of any person or persons for damages or injury to any person or property by reason of the construction, operation, or maintenance of said track or switch across Duncan street, or the failure to comply with any provision of this ordinance, and the acceptance of this ordinance by the construction of said track or switch as aforesaid shall bind said Louisville Lead and Color Company, its successors and assigns, to the city of Louisville for the faithful performance of each undertaking and provision of this ordinance.

§ 4. That the cars or trains shall not pass over said track or switch at a rate of speed exceeding six miles per hour, nor shall any locomotive or car be permitted to stand across or in said street so as to obstruct public travel thereon.

§ 5. That for a violation of any provision of this ordinance by any officer, agent, or employe of said Louisville Lead and Color Company, its successors or assigns, he shall be subject

to a fine of not less than twenty-five dollars nor more than one hundred dollars for each offense.

§ 6. This ordinance shall take effect from its passage.

Approved December 9, 1902.

---

AN ORDINANCE GRANTING TO S. WEBER & SON THE RIGHT TO CONSTRUCT, MAINTAIN, AND OPERATE A SWITCH FROM WATER STREET AND ACROSS PRESTON STREET.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That S. Weber & Son be and they are hereby granted the right to construct, maintain, and operate, or cause to be operated, cars thereon, a switch from the Louisville & Nashville Railroad, described as follows :

Beginning in the track of the Louisville & Nashville Railroad, 85 feet west of Preston street; thence in a southeastwardly direction 90 feet to the west line of Preston street, if extended; thence in a southeastwardly direction across Preston street to a point in the east line of Preston street, 40 feet south of the south line of Water street.

A map showing the location of said switch by a line drawn thereon, marked "Proposed switch," is attached hereto as part hereof.

§ 2. That the work of constructing said track or switch shall be done at the expense of said S. Weber & Son, under the supervision and according to plans and specifications to be approved by the Board of Public Works, and said track or switch shall be subject to removal at any time, upon the direction of the General Council or Board of Public Works. The spaces between the rails and for two feet on the outside thereof, shall be graded, paved, and kept at the grade of said street and in good repair at the exclusive cost of said S. Weber & Son, on the demand at any time and under the supervision of said board.

§ 3. That said S. Weber & Son, their successors and assigns, shall indemnify and save the city of Louisville harmless from any and all claims of any person or persons for damages for injury to person or property by reason of the construction, operation,



and maintenance of the said track or switch from Water street and across Preston street, or the failure to comply with any provision of this ordinance, and the acceptance of this ordinance by the construction of said track or switch as aforesaid shall bind said S. Weber & Son, their successors and assigns, to the city of Louisville for the faithful performance of each undertaking and provision of this ordinance.

§ 4. No locomotive or car shall be permitted to stand across or in said street so as to obstruct public travel thereon.

§ 5. This ordinance shall take effect from its passage.

Approved December 27, 1902.

---

AN ORDINANCE GRANTING TO THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY THE RIGHT TO CONSTRUCT AND OPERATE RAILROAD TRACKS OR SWITCHES.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Louisville and Nashville Railroad Company be and it is hereby granted the right to construct a track or switch across A street at a point between First street and Brook street, from its track and right of way on A street to the property of the Edward Wilder estate, as shown by the plan submitted to the Board of Public Works, for the purpose of loading and unloading traffic at the plant on said property, with the right to operate or cause to be operated cars over and along said switch or track.

§ 2. That the work of constructing said track or switch shall be done at the expense of said railroad company under the supervision and according to the plans therefor of the Board of Public Works, and said tracks and switches shall be subject to removal at any time at the direction of the General Council or Board of Public Works. The spaces between the rails, and for two feet on the outside thereof, shall be kept in good repair at the exclusive cost of said company on the demand and under the supervision of said board.

§ 3. That said company shall indemnify and hold harmless the city of Louisville against any claim for damages by any per-

son by reason of the construction, failure to repair the pavement of said streets as aforesaid, or the operation of the cars on said tracks; and the acceptance of this ordinance by the construction of said switches and tracks shall bind said Louisville and Nashville Railroad Company, its successors and assigns, to the city of Louisville for the performance of each undertaking or provision of this ordinance.

§ 4. That cars or trains shall not pass over said tracks at a rate of speed exceeding six miles per hour, nor shall locomotives or cars be permitted to stand across or in said streets, or either of them, so as to obstruct public travel thereon.

§ 5. That for a violation of any provision of this ordinance by said Louisville and Nashville Railroad Company, or any of its officers, agents, or employes, said company shall be subject to a fine of not less than twenty-five dollars nor more than one hundred dollars for each offense.

§ 6. This ordinance shall take effect from its passage.

Approved February 16, 1903.

---

AN ORDINANCE GRANTING THE LOUISVILLE & NASHVILLE RAILROAD COMPANY THE RIGHT TO CONSTRUCT, OPERATE, AND MAINTAIN A DRILL TRACK ON KNAPP STREET, BETWEEN PRESTON AND HANCOCK STREETS.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Louisville & Nashville Railroad Company be and it is hereby granted the right to construct, maintain, and operate a drill track from a point on Knapp street, 30 feet east of the east line of Hancock street, and extending westwardly on the south side of the main track of the Louisville & Nashville Railroad along Knapp street, to a point 105 feet east of the east line of Preston street; and to connect same with the main track of the Louisville & Nashville Railroad, and with the side tracks now constructed, or that may hereafter be constructed, under authority of the city of Louisville, to the various industries in that vicinity, it being designated and intended to use said drill track for the purpose of better serving such industries. A blue

print showing the location of the proposed drill track and its connections, marked "Proposed Drill Track on Knapp Street, between Preston and Hancock Streets, for Louisville Railway Transfer," is attached hereto as a part hereof.

§ 2. That the work of constructing said drill track and connections shall be done at the expense of said Louisville and Nashville Railroad Company, under the supervision of and according to plans to be approved by the Board of Public Works. The spaces between the rails of said drill track and for two feet on the outside thereof shall be graded and kept at the grade of said street, and in good repair, at the exclusive cost of said Louisville and Nashville Railroad Company, on the demand at any time and under the supervision of the Board of Public Works.

§ 3. That said Louisville and Nashville Railroad Company, its successors or assigns, shall indemnify and save the city of Louisville harmless against any and all claims of any person or persons for damages for injury to any person or property by reason of the construction, operation, or maintenance of said drill track or its connections in Knapp street, or the failure to comply with any provision of this ordinance, and the acceptance of this ordinance, by the construction of said drill track as aforesaid, shall bind said Louisville and Nashville Railroad Company, its successors or assigns, to the city of Louisville for the faithful performance of each undertaking and provision of this ordinance.

§ 4. That the cars or trains shall not pass over said track or switches at a rate of speed exceeding six miles per hour; nor shall any locomotive or car be permitted to stand across or in said street so as to obstruct public travel thereon for an unreasonable length of time.

§ 5. That for a violation of any provision of this ordinance by any officer, agent, or employe of said Louisville and Nashville Railroad Company, its successors or assigns, he shall be subject to a fine of not less than twenty-five nor more than one hundred dollars for each offense.

§ 6. This ordinance shall take effect from its passage.

Approved March 26, 1903.

AN ORDINANCE GRANTING TO THE LOUISVILLE AND JEFFERSONVILLE BRIDGE COMPANY THE RIGHT TO CONSTRUCT AND OPERATE A RAILROAD TRACK OR SWITCH IN WASHINGTON STREET.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Louisville and Jeffersonville Bridge Company be and it is hereby granted the right to construct a track or switch beginning at a connection at or near the northeast corner of Floyd and Washington streets with a track located on property of the said bridge company, running thence diagonally across Floyd street to a point on the south side of Washington street at the southwest corner of Floyd street, extending thence westwardly along the south side of Washington street two hundred and four feet, and to maintain and operate the same for the purpose of loading and unloading traffic at industrial plants located upon said switch, and to operate or cause to be operated cars over and along the same and its connections.

§ 2. The work of constructing said track or switch shall be done at the expense of said bridge company, under the supervision and according to the plans therefor of the Board of Public Works, and said track or switch shall be subject to removal at any time at the direction of the General Council or Board of Public Works. The spaces between the rails and for two feet on the outside thereof shall be kept in good repair at the exclusive cost of said company, on the demand and under the supervision of said Board of Public Works.

§ 3. The said bridge company shall indemnify and save harmless the city of Louisville against any claim for damages by any person by reason of the construction, failure to repair the pavement of said streets as aforesaid, or the operation of cars on said tracks, and the acceptance of this ordinance by the construction of said switch or track shall bind the said bridge company, its successors and assigns, to the city of Louisville for the performance of each undertaking or provision of this ordinance.

§ 4. Cars or trains shall not pass over said track at a rate of speed exceeding six miles per hour, nor shall locomotives or cars be permitted to stand across Floyd street.



§ 5. For the violation of any provision of this ordinance by the bridge company, or any of its officers, agents, or employes, said bridge company shall be subject to a fine of not less than twenty-five dollars nor more than one hundred dollars for each offense.

§ 6. This ordinance shall take effect from its passage.

Approved July 28, 1903.

---

AN ORDINANCE GRANTING TO THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY THE RIGHT TO CONSTRUCT AND OPERATE A RAILROAD TRACK OR SWITCH ACROSS FRANKLIN STREET, IN THE CITY OF LOUISVILLE.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Louisville and Nashville Railroad Company be and it is hereby granted the right to construct a side-track or switch across Franklin street, commencing on its right of way and extending across said street into the property of Joseph Dreidel, the whole distance being 310 feet, more or less, as shown by the red line on the blue print hereto attached, with the right to operate or cause to be operated cars over and along said side-track or switch and its connections.

§ 2. That the work of constructing said track or switch shall be done at the expense of said railroad company, under the supervision and according to the plans therefor approved by the Board of Public Works, and said side-track or switch shall be subject to removal at any time at the direction of the General Council or Board of Public Works. The space between the rails and across said street, and for two feet on the outside thereof, shall be kept in good repair at the exclusive cost of said company on the demand and under the supervision of said board.

§ 3. That said company shall indemnify and hold harmless the city of Louisville against any claim for damages by any person by reason of the construction, failure to repair the pavement of said streets as aforesaid, or the operation of cars on said side-track or switch; and the acceptance of this ordinance by the construction of said switches and track shall bind said Louisville

and Nashville Railroad Company, its successors and assigns, to the city of Louisville for the performance of each undertaking or provision of this ordinance.

§ 4. That cars or trains shall not pass over said side-track at a rate of speed exceeding six miles per hour, nor shall locomotives or cars be permitted to stand across or in said street so as to obstruct public travel thereon.

§ 5. That for a violation of any provision of this ordinance by said Louisville and Nashville Railroad Company, or any of its officers, agents, or employes, said company shall be subject to a fine of not less than twenty-five dollars nor more than one hundred dollars for each offense.

§ 6. That this ordinance shall take effect from its passage.

Approved September 11, 1903.

---

AN ORDINANCE GRANTING TO THE KENTUCKY AND INDIANA BRIDGE AND RAILROAD COMPANY THE RIGHT TO CONSTRUCT, OPERATE, AND MAINTAIN A RAILROAD TRACK OR SWITCH.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Kentucky and Indiana Bridge and Railroad Company be and it is hereby granted the right to construct a track or switch across Thirty-first street at a point between Magazine and Elliott avenue from the right of way of the Kentucky and Indiana Bridge and Railroad Company to the property of the Gimnich Furniture Manufacturing Company, as shown by the plan submitted to the Board of Public Works, for the purpose of loading and unloading traffic at the plant on said property, with the right to operate or cause to be operated cars over and along said switch or track.

§ 2. That the work of constructing said switch shall be done at the expense of said company, under the supervision and according to the plans therefor of the Board of Public Works, and said tracks and switches shall be subject to removal at any time at the direction of the General Council or Board of Public Works. The spaces between the rails and for two feet on the outside thereof shall be kept in good repair at the exclusive cost of said company on the demand and under the supervision of said board.

§ 3. That said company shall indemnify and hold harmless the city of Louisville against any claim for damages by any person by reason of the construction or failure to repair the pavement of said streets aforesaid, or the operation of the cars on said tracks; and the acceptance of this ordinance by the construction of said switches shall bind said Kentucky and Indiana Bridge and Railroad Company, its successors and assigns, to the city of Louisville for the performance of this ordinance.

§ 4. That cars or trains shall not pass over said tracks at a rate of speed exceeding six miles per hour, nor shall locomotives or cars be permitted to stand across or in said streets so as to obstruct public travel thereon.

§ 5. That for a violation of any provision of this ordinance by said Kentucky and Indiana Bridge and Railroad Company or any of its officers, agents, or employes, said company shall be liable to a fine of not less than \$25 nor more than \$100 for each offense.

§ 6. That this ordinance shall take effect from its passage.

Approved October 2, 1903.

---

AN ORDINANCE GRANTING F. F. MYER, HARRISON BRIDGES AND VERNON WOLFE, PARTNERS, TRADING AND DOING BUSINESS UNDER THE FIRM NAME AND STYLE OF MYER, BRIDGES & Co., THEIR SUCCESSORS AND ASSIGNS, THE RIGHT TO CONSTRUCT, OPERATE AND MAINTAIN A CONNECTING TRACK OR SWITCH IN AND ACROSS MAGNOLIA AVENUE FROM TWENTY-FIRST STREET TO TWENTIETH STREET, AND EXTENDING INTO THE PROPERTY OF SAID MYER, BRIDGES & Co.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That F. F. Myer, Harrison Bridges and Vernon Wolfe, partners, trading and doing business under the firm name and style of Myer, Bridges & Co., and their successors and assigns, be and they are hereby granted the right to construct, or cause to be constructed, maintain, and operate, or cause to be operated cars thereon, a connecting track or switch from the tracks of the Kentucky and Indiana Bridge and Railway Company at or near the intersection of Twenty-first street and Magnolia avenue, and

thence extending eastwardly along the north side of Magnolia avenue to Twentieth street and along the property of said Myer, Bridges & Co. A map or plat showing the proposed extension or switch is attached hereto as part hereof.

§ 2. That the work of constructing said track or switch shall be done at the expense of Myer, Bridges & Co., under the supervision of and according to plans and specifications to be approved by the Board of Public Works; and said track or switch shall be subject to removal at any time, upon the direction of the General Council or the Board of Public Works. The spaces between the rails of said switch and for two feet on the outside thereof shall be graded and kept at the grade of said street and in good repair, at the exclusive cost of said Myer, Bridges & Co., on demand at any time, and under the supervision of the Board of Public Works.

§ 3. Said Myer, Bridges & Co., their successors and assigns, shall indemnify and save the city of Louisville harmless against any and all claims of any person or persons for damages for injury to any person or property by reason of the construction, operation, and maintenance of the said track or switch in and across Magnolia avenue for failure to comply with any provision of this ordinance, and the acceptance of this ordinance, by the construction of said track or switch, as aforesaid, shall bind said Myer, Bridges & Co., their successors and assigns, to the city of Louisville for the faithful performance of each undertaking and provision of this ordinance.

§ 4. That cars or trains shall not pass over said track or switch at a rate of speed exceeding six miles per hour, nor shall any locomotive or car be permitted to stand across or in said street so as to obstruct public travel thereon.

§ 5. That for a violation of any provision of this ordinance by an officer, agent, or employe of said Myer, Bridges & Co., their successors or assigns, he or they shall be subject to a fine of not less than twenty-five (\$25.00) dollars nor more than one hundred (\$100) dollars for each offense.

§ 6. This ordinance shall take effect from its passage.

Approved October 2, 1903.



AN ORDINANCE AUTHORIZING THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY TO CONSTRUCT A SWITCH OR SIDE-TRACK FROM A POINT IN KNAPP STREET, ALONG SAID STREET, AND IN A PORTION OF JACKSON STREET, THROUGH THE PROPERTY OF THE GERNERT BROS. LUMBER COMPANY, THENCE ACROSS BURNETT AVENUE ALONG THE WESTERN SIDE OF JACKSON STREET TO A POINT 20 FEET SOUTH OF HILL STREET.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Louisville and Nashville Railroad Company be and it is hereby authorized to construct a switch or sidetrack from its right of way on Knapp street, at a point about 50 feet east of the east line of Jackson street, thence in a southwesterly direction across a portion of Jackson street into the property of Gernert Bros. Lumber Company (being a lot  $76\frac{1}{2}$  by 300 feet on the northwest corner of Jackson and Burnett streets), entering said lot from Jackson street at a point about 20 feet south of said company's right of way from the west side of Jackson street, and diverging from said lot and crossing Burnett avenue at the intersection of Jackson street, and running thence south on the western side of Jackson street to a point 20 feet south of the south line of Hill street, a plat of the route of said switch or side-track being attached hereto as part hereof, the crossings by said switch of Burnett and Hill streets to be at right angles to said streets.

§ 2. Said Louisville and Nashville Railroad Company shall employ and keep such watchmen upon the track aforesaid, and shall erect and keep up such gates for preventing injury to persons and vehicles as the General Council may from time to time require.

§ 3. The work shall be done under the supervision of the Board of Public Works, and the tracks and rails shall at all times be kept at even surface with the surface of the street, and the spaces between the rails and for the distance of two feet on the outside thereof shall be kept in repair at the exclusive cost of said company.

§ 4. Said company shall indemnify and hold harmless the city of Louisville against any claim for damages by any person by reason of the construction and operation of said track or

tracks, and the acceptance of this ordinance shall bind said company to the city of Louisville for the performance of each undertaking in this ordinance.

§ 5. Trains shall not pass over said tracks at a rate of speed exceeding six miles per hour, nor shall locomotives or cars be permitted to stand across or in said streets. The said switch or side-track shall be subject to removal at any time upon the direction of the General Council or the Board of Public Works. That for any violation of any provision of this ordinance by said company, or any of its officers, agents, or employees, or said company's successors or assigns, said company, its successor or assigns, shall be subject to a fine of not less than twenty-five dollars nor more than one hundred dollars for each offense.

§ 6. Where said track crosses Burnett avenue said company shall construct and maintain what is known as a standard rail crossing, and a similar crossing shall be constructed where said track crosses Hill street whenever so required by the General Council or the Board of Public Works of the city of Louisville.

§ 7. This ordinance shall take effect from and after its passage.

Approved October 22, 1903.

---

AN ORDINANCE GRANTING TO THE SOUTHERN RAILWAY COMPANY IN KENTUCKY THE RIGHT TO CONSTRUCT AND OPERATE A RAILROAD TRACK OR SWITCH ACROSS SIXTH STREET, MIX AVENUE, DAVIES AVENUE, JARVIS AVENUE, AND ALLEYS INTERVENING.

*Be it ordained by the General Council of the city of Louisville:*

§ 1. The Southern Railway Company in Kentucky is hereby granted the right to construct a track or switch connecting with its tracks at or near the point where the same cross Eighth street, between D and C streets; thence by a curve in a north-westerly direction to Sixth street; thence diagonally across Sixth street and Mix avenue, at the intersection thereof; thence in a northerly direction across an alley north of Mix avenue and across Davies avenue; thence in same general direction

across the alley north of Davies avenue and across Jarvis avenue and into the premises of the Standard Sanitary Manufacturing Company—all as shown on blue print hereto attached; and to maintain and operate the same for the purpose of loading and unloading traffic at said manufacturing company's plant and at such other industrial plants as may be located upon said switch, and to operate, or cause to be operated, trains and cars over and along same and its connections.

§ 2. The work of constructing said track or switch shall be done at the expense of said Southern Company, under the supervision and according to the plans therefor of the Board of Public Works, and said track or switch shall be subject to removal at any time, at the direction of the General Council or Board of Public Works. The spaces between the rails and for two feet on the outside thereof shall be kept in good repair, at the exclusive cost of said Southern Company, on the demand and under the supervision of said Board of Public Works.

§ 3. The said Southern Company shall indemnify and save harmless the city of Louisville against any claim for damages by any person by reason of the construction of said tracks, or the operation of cars thereon, or the failure to repair the pavement of said street as aforesaid; and the acceptance of this ordinance by the construction of said switch or track shall bind the said Southern Company, its successors and assigns, to the city of Louisville for the performance of each undertaking or provision of this ordinance.

§ 4. Cars or trains shall not pass over said track at a rate of speed exceeding six miles per hour, nor shall locomotives or cars be permitted to stand in any of said streets or alleys, except so long as may be necessary, and for the loading and unloading of traffic at the industries located on said switch.

§ 5. For the violation of any provision of this ordinance by the Southern Company or any of its officers, agents, or employes, said Southern Company shall be subject to a fine of not less than twenty-five dollars nor more than one hundred dollars for each offense.

§ 6. This ordinance shall take effect from its passage.

Approved October 22, 1903.

AN ORDINANCE GRANTING THE HOPE WORSTED MILLS THE RIGHT TO CONSTRUCT, MAINTAIN, AND OPERATE A SINGLE TRACK OR SWITCH ACROSS THE ALLEY RUNNING EAST AND WEST, BETWEEN KENTUCKY AND ST. CATHERINE STREETS, AND BEING BETWEEN SWAN AND LOGAN STREETS, IN THE CITY OF LOUISVILLE, KY.

*Be it ordained by the General Council of the city of Louisville :*

§ 1. That the Hope Worsted Mills is hereby granted the right to construct and operate a single track or switch connecting with the track of the L. & N. R. R. Co., running north and south in the above described block, and crossing the alley running east and west by Kentucky street on the north, Swan street on the east, St. Catherine street on the south, and Logan street on the west. Said switch or track to be laid across the said alley at a point about 50 feet east of the alley running north and south within said block, as shown by the plat hereto attached. And to maintain and operate the same for the purpose of loading and unloading traffic on the grounds of the said Hope Worsted Mills and such other industrial points as may be erected upon said switch, and to operate, or cause to be operated, trains or cars over and along same and its connections.

§ 2. The work of constructing said track or switch shall be done at the expense of the said Hope Worsted Mills, under the supervision and according to the plans therefor of the Board of Public Works, and said track shall be subject to removal at any time at the direction of the General Council or the said Board of Public Works. The spaces between the rails and for two feet on the outside thereof shall be kept in good repair at the expense of the said Hope Worsted Mills, on the demand and under the supervision of the said Board of Public Works.

§ 3. The said Hope Worsted Mills shall indemnify and save harmless the city of Louisville against any claim for damages by any person by reason of the construction of said track or switch or the operation of cars thereon, or the failure to repair the pavement of said alley as aforesaid; and the acceptance of this ordinance by the construction of said switch or track shall bind the said Hope Worsted Mills, its successors and assigns, to the city of Louisville for the performance of each undertaking or provision of this ordinance.



§ 4. Cars or trains shall not pass over this track at a rate of speed exceeding five (5) miles per hour ; nor shall locomotives or cars be permitted to stand in said alley except so long as may be necessary for the unloading or loading of traffic at the industries located on said switch.

§ 5. For the violation of any provision of this ordinance by the Hope Worsted Mills, or any of its officers, agents, or employes, the said Hope Worsted Mills shall be subject to a fine of not less than \$25 nor more than \$100 for each offense.

§ 6. This ordinance shall take effect from its passage.

Approved October 22, 1903.

---

## SIDEWALKS.

### Improvement of.

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE SIDEWALK ON THE WESTERLY SIDE OF COOPER STREET, BETWEEN PAYNE STREET AND ROGERS STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on the westerly side of Cooper street, between Payne street and Rogers street, shall be graded and paved with brick pavement in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved April 27, 1900.

**SIDEWALKS.****Reducing Width of.**

AN ORDINANCE REDUCING THE WIDTH OF THE SIDEWALK ON THE NORTH SIDE OF BLOOM AVENUE (OR B STREET), BETWEEN THIRD AND FOURTH STREETS.

*Be it ordained by the General Council of the city of Louisville :*

THAT WHEREAS, J. H. Linn and Clara V. Linn are the owners of a lot of land on the northwest corner of Third street and Bloom avenue (or B street), in the city of Louisville, Kentucky, upon which there has been erected a house which covers a foot of ground lying within Bloom avenue (or B street), which portion is described as follows :

Beginning on the northwest corner of Third street and Bloom avenue (or B street), thence running southwardly along the west side of Third street one foot, and extending back westwardly of that width throughout, the north line binding on the north line of Bloom avenue (or B street), 200 feet to an alley.

Now, in consideration of the premises, and upon the payment of the sum of one dollar (\$1), the Mayor of the city of Louisville, Kentucky, is authorized and directed to execute to J. H. Linn and Clara V. Linn a deed, granting and conveying to them, their heirs and assigns forever, in so far as the city has the power so to do, the one foot of ground above described, and the perpetual right to maintain (so long as it shall stand) so much of the house hereinabove mentioned as lies within that portion of Bloom avenue (or B street, as hereinbefore described), with covenant of special warranty.

If the house which is now on the ground described herein is ever moved off, the said ground to revert to the city of Louisville.

Approved May 28, 1896.

AN ORDINANCE TO REDUCE THE WIDTH OF THE SIDEWALKS OF THE ALLEY RUNNING THROUGH THE SQUARE BOUNDED BY PORTLAND AVENUE ON THE SOUTH, MONTGOMERY STREET ON THE NORTH, TWENTY-NINTH STREET ON THE EAST, AND THIRTIETH STREET ON THE WEST, TO FOUR FEET ON EACH SIDE.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalks of the alley running through the square bounded by Portland avenue on the south, Montgomery street on the north, Twenty-ninth street on the east, and Thirtieth street on the west, be reduced to four feet on each side, and that the Mayor be and he is authorized to convey for and in the name of the city of Louisville, to the various owners of the land abutting on said alley, the strip of land five and one-half feet wide next to their respective property lines, by deed of special warranty.

This ordinance to take effect from and after its publication.

Approved November 9, 1896.

---

AN ORDINANCE PROVIDING FOR THE NARROWING OF THE SIDEWALKS ON TWENTY-FOURTH STREET, BETWEEN BANK STREET AND PORTLAND AVENUE, SIX FEET ON EITHER SIDE OF SAID TWENTY-FOURTH STREET, AND THE SALE OF SAID SIX FEET BY THE CITY.

*Be it ordained by the General Council of the city of Louisville :*

That, whereas, the city of Louisville purchased from Earick and others for \$4,000 a strip of land sixty-six feet wide, between Bank street and Portland avenue, now known as Twenty-fourth street, and which has been improved with a carriage-way of thirty feet in width, leaving eighteen feet on either side thereof for sidewalks; and, whereas, certain property owners along said Twenty-fourth street wish to purchase from the city six feet off of said eighteen feet on each side of said street, leaving twelve feet for sidewalks instead of eighteen feet, as now; and, whereas, the price paid for the said six feet on either side of said street is in the proportion of two-elevenths of the whole price paid for said strip, or equivalent to \$727.27; and,

whereas, the said six feet on either side of said street will have a frontage on three streets, namely, Bank, Lytle, if extended, and Portland avenue, each of which frontage is of different value; now, therefore, be it ordained by the General Council of the city of Louisville, that the Mayor of said city be and he is hereby authorized to sell for cash, and deed said six feet on either side of said Twenty-fourth street, between Bank street and Portland avenue, to the several property owners binding thereon, at the following prices per foot frontage, namely :

Fronting on Bank street at \$20 per foot.

Fronting on Lytle street at \$7.80 per foot.

Fronting on Portland avenue at \$25 per foot.

Said prices being equivalent to \$727.20—or only 7 cents less than the city paid for said six feet on either side of said Twenty-fourth street—whenever said property owners may wish to purchase the same.

Approved April 2, 1897.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON BOTH SIDES OF CENTER STREET, BETWEEN THE SOUTH CURB LINE OF GREEN STREET AND THE NORTH PROPERTY LINE OF WALNUT STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on both sides of Center street, between the south curb line of Green street and the north property line of Walnut street, excepting that portion on the west side of Center street between Walnut street and a line 151 feet north of Walnut street, shall be regraded and repaved with brick pavement in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved January 13, 1902.



AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE  
SIDEWALK ON THE WESTERLY SIDE OF COOPER STREET, BE-  
TWEEN PAYNE STREET AND HULL STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on the westerly side of Cooper street, between Payne street and Hull street, shall be graded and paved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved January 25, 1902.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK  
ON THE NORTH SIDE OF GRAYSON STREET, BETWEEN NINTH  
STREET AND A LINE 207 FEET WEST OF AND PARALLEL TO  
NINTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the north side of Grayson street, between Ninth street and a line 207 feet west of and parallel to Ninth street, shall be regraded and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 17, 1902.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK  
ON THE NORTH SIDE OF GRAYSON STREET, BETWEEN TENTH  
AND ELEVENTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the north side of Grayson street, between

Tenth street and Eleventh street, shall be regraded, recurbed, and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 17, 1902.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE NORTH SIDE OF GRAYSON STREET, BETWEEN SIXTH STREET AND SEVENTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the north side of Grayson street, between Sixth street and a line 9 feet east of and parallel to Seventh street, shall be regraded and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved November 3, 1902.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE SOUTH SIDE OF GRAYSON STREET, BETWEEN SIXTH STREET AND SEVENTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the south side of Grayson street, between the west line of Sixth street and a line 193 feet west of and parallel to Sixth street, and between a line 57 feet east of and parallel to Seventh street and the east line of Seventh street, shall be regraded, recurbed, and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that

said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved November 3, 1902.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE NORTH SIDE OF GRAYSON STREET, BETWEEN SEVENTH STREET AND EIGHTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the north side of Grayson street, between Seventh street and a line  $112\frac{2}{3}$  feet west of and parallel to Seventh street and between a line 235 feet east of and parallel to Eighth street, and a line  $79\frac{1}{2}$  feet east of and parallel to Eighth street, shall be regraded and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved November 3, 1902.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE NORTH SIDE OF GRAYSON STREET, BETWEEN EIGHTH STREET AND NINTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the north side of Grayson street, between Eighth street and a line 30 feet east of and parallel to Ninth street, shall be regraded, recurbed, and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved November 3, 1902.

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE SOUTH SIDE OF GRAYSON STREET, BETWEEN NINTH STREET AND A LINE 119 FEET AND 2 INCHES EAST OF AND PARALLEL TO NINTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the south side of Grayson street, between Ninth street and a line 119 feet and 2 inches east of and parallel to Ninth street, shall be regraded, recurbed, and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved November 3, 1902.

---

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE SIDEWALK ON THE NORTH SIDE OF KENTUCKY STREET, BETWEEN SEVENTH STREET AND EIGHTH STREET.

*Be it ordained by the General Council of the city of Louisville:*

That the unpaved portions of the sidewalk on the north side of Kentucky street, between Seventh street and Eighth street, shall be graded and paved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

---

The foregoing ordinance having been duly passed by the Board of Councilmen on April 1, 1902, and by the Board of Aldermen on April 22, 1902, and having been thereafter presented to the Mayor and withheld by him beyond the day of the next regular meeting of the General Council, on April 24, 1902, and more than three days having intervened between the



presentation to the Mayor and said meeting, and the General Council having actually met on said day, the same became obligatory, as if signed by him, according to section 2795, Kentucky Statutes, and takes effect, according to the last section of said ordinance, on and after May 6, 1902.

DAVID W. PARKHILL, C. B. A. CHAS. C. MARTIN, C. B. C.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK  
ON THE NORTH SIDE OF MARKET STREET, BETWEEN SIX-  
TEENTH STREET AND SEVENTEENTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the north side of Market street, between the west curb line of Sixteenth street and the east curb line of Seventeenth street, shall be regraded, recurbed, and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved December 9, 1902.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK  
ON THE NORTH SIDE OF MARKET STREET, BETWEEN SEVEN-  
TEENTH STREET AND EIGHTEENTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the north side of Market street, between the west curb line of Seventeenth street and the east curb line of Eighteenth street, shall be regraded, recurbed, and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved December 9, 1902.

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE WEST SIDE OF FOURTH STREET, BETWEEN A LINE 27 FEET SOUTH OF AND PARALLEL TO WALNUT STREET AND A LINE 216 FEET SOUTH OF AND PARALLEL TO WALNUT STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the west side of Fourth street, between a line 27 feet south of and parallel to Walnut street and a line 216 feet south of and parallel to Walnut street, shall be regraded and repaved with artificial stone granitoid pavement No. 1, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved February 27, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE SOUTH SIDE OF GRAYSON STREET, BETWEEN THIRTEENTH STREET AND FOURTEENTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the south side of Grayson street, between the west curb line of Thirteenth street and the east curb line of Fourteenth street, shall be regraded, recurbed, and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved February 27, 1903.

---

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE SIDEWALK ON BOTH SIDES OF COOPER STREET, BETWEEN HAMILTON AVENUE AND HULL STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on both sides of

Cooper street, between Hamilton avenue and Hull street, shall be graded and paved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved April 20, 1903.

---

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF  
THE SIDEWALK ON THE NORTH SIDE OF HULL STREET, BE-  
TWEEN BAXTER AVENUE AND COOPER STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on the north side of Hull street, between Baxter avenue and Cooper street, shall be graded and paved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved April 20, 1903.

---

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE  
SIDEWALK ON BOTH SIDES OF GREENWOOD AVENUE, BETWEEN  
TWENTY-EIGHTH STREET AND THIRTIETH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on both sides of Greenwood avenue, between Twenty-eighth street and Thirtieth street, eight feet in width, adjoining the property line, shall be graded and paved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and the said work shall be done at the cost of the owners of the ground fronting the improvement, as

provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved May 15, 1903.

---

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE  
SIDEWALK ON BOTH SIDES OF CATALPA STREET, BETWEEN WOOD-  
LAND AVENUE AND GIBSON LANE OR AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on both sides of Catalpa street, between Woodland avenue and Gibson lane or avenue, beginning at a line 2 feet from the curb line and extending therefrom east and west, respectively, six feet, shall be graded and paved with artificial stone granitoid pavement No. 2, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved May 15, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON  
BOTH SIDES OF FIFTEENTH STREET, BETWEEN MARKET STREET  
AND JEFFERSON STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on both sides of Fifteenth street, between the south curb line of Market street and the north curb line of Jefferson street, shall be regraded, recurbed, and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved May 15, 1903.



AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON BOTH SIDES OF THIRD STREET, BETWEEN GREEN STREET AND WALNUT STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on both sides of Third street, between the south curb line of Green street and the north line of Walnut street, excepting those portions now paved with granitoid and flagstone pavements, shall be regraded and repaved with artificial stone granitoid pavement No. 1, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 27, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON BOTH SIDES OF THIRD STREET, BETWEEN WALNUT STREET AND CHESTNUT STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on both sides of Third street, between the south line of Walnut street and the north curb line of Chestnut street, excepting that portion now paved with granitoid pavement, shall be regraded and repaved with artificial stone granitoid pavement No. 1, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 27, 1903.

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE EAST SIDE OF THIRD STREET, BETWEEN BROADWAY AND YORK STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the east side of Third street, between the south curb line of Broadway and the north curb line of York street, seven and one-half ( $7\frac{1}{2}$ ) feet in width, adjoining the property line, excepting those portions now paved with granitoid and hexagon tile pavements, shall be regraded and repaved with artificial stone granitoid pavement No. 2, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 27, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE WEST SIDE OF THIRD STREET, BETWEEN THE SOUTH CURB LINE OF BRECKINRIDGE STREET AND A LINE 350 FEET SOUTH OF AND PARALLEL TO BRECKINRIDGE STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the west side of Third street, between the south curb line of Breckinridge street and a line 350 feet south of and parallel to Breckinridge street, excepting those portions now paved with granitoid pavement, shall be regraded and repaved with artificial stone granitoid pavement No. 2, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 27, 1903.

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON BOTH SIDES OF THIRD STREET, BETWEEN CHESTNUT STREET AND BROADWAY.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on both sides of Third street, between the south curb line of Chestnut street and the north curb line of Broadway street, seven and one-half ( $7\frac{1}{2}$ ) feet in width, adjoining the property line, excepting those portions now paved with granitoid and hexagon tile pavements, shall be regraded and repaved with artificial stone granitoid pavement No. 2, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 27, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON BOTH SIDES OF THIRD STREET, BETWEEN YORK STREET AND BRECKINRIDGE STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on both sides of Third street, between the south curb line of York street and the north curb line of Breckinridge street, seven and one-half ( $7\frac{1}{2}$ ) feet adjoining the property line, excepting those portions now paved with hexagon tile pavement, shall be regraded and repaved with artificial stone granitoid pavement No. 2, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 27, 1903.

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE WEST SIDE OF THIRD STREET, BETWEEN A LINE 370 FEET SOUTH OF AND PARALLEL TO BRECKINRIDGE STREET AND THE NORTH CURB LINE OF KENTUCKY STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the west side of Third street, between a line 370 feet south of and parallal to Breckinridge street and the north curb line of Kentucky street, seven and one-half ( $7\frac{1}{2}$ ) feet, adjoining the property line, excepting those portions now paved with granitoid pavement, shall be regraded and repaved with artificial stone granitoid pavement No. 2, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 27, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE EAST SIDE OF THIRD STREET, BETWEEN THE SOUTH CURB LINE OF BRECKINRIDGE STREET AND A LINE 550 FEET SOUTH OF AND PARALLEL TO BRECKINRIDGE STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the east side of Third street, between the south curb line of Breckinridge street and a line 550 feet south of and parallel to Breckinridge street, except those portions now paved with granitoid pavement, shall be regraded and repaved with the artificial stone granitoid pavement No. 2, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 27, 1903.



AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE EAST SIDE OF THIRD STREET, BETWEEN A LINE 550 FEET SOUTH OF AND PARALLEL TO BRECKINRIDGE STREET AND THE NORTH CURB LINE OF KENTUCKY STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the east side of Third street, between a line 550 feet south of and parallel to Breckinridge street, and the north curb line of Kentucky street, seven and one-half ( $7\frac{1}{2}$ ) feet in width adjoining the property line, excepting that portion now paved with granitoid pavement, shall be regraded and repaved with artificial stone granitoid pavement No. 2, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 27, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE SOUTH SIDE OF CHESTNUT STREET, BETWEEN SIXTH STREET AND SEVENTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the south side of Chestnut street, between the west curb line of Sixth street and the east curb line of Seventh street, eight (8) feet in width adjoining the property line, shall be regraded and repaved with artificial stone granitoid pavement No. 2, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of ground fronting the improvement, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 27, 1903.

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE SOUTH SIDE OF CHESTNUT STREET, BETWEEN SEVENTH STREET AND EIGHTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the south side of Chestnut street, between the west curb line of Seventh street and the east curb line of Eighth street, eight (8) feet in width adjoining the property line, excepting that portion now paved with granitoid pavement, shall be regraded and repaved with artificial stone granitoid pavement No. 2, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved June 27, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE NORTH SIDE OF MARKET STREET, BETWEEN FIFTEENTH STREET AND SIXTEENTH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the north side of Market street, between the west curb line of Fifteenth street and the east curb line of Sixteenth street, shall be regraded, recurbed, and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved July 14, 1903.

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE SOUTH SIDE OF THE ALLEY KNOWN AS EDDY STREET, FROM SIXTEENTH STREET TO SEVENTEENTH STREET, AND BETWEEN GRAYSON AND WALNUT STREETS.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the south side of the alley known as Eddy street, from the west curb line of Sixteenth street to the east curb line of Seventeenth street, and between Grayson and Walnut streets, shall be recurbed, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved July 14, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE WEST SIDE OF TWENTY-FIRST STREET, BETWEEN THE SOUTH CURB LINE OF MADISON STREET AND THE NORTH CURB LINE OF THE FIRST ALLEY SOUTH OF MADISON STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the west side of Twenty-first street, between the south curb line of Madison street and the north curb line of the first alley south of Madison street, shall be regraded, recurbed, and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are here repealed.

Approved August 31, 1903.

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON BOTH SIDES OF THE ALLEY KNOWN AS PIRTLE STREET, BETWEEN MAIN STREET AND MARKET STREET, FROM NINETEENTH STREET TO TWENTIETH STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on both sides of the alley known as Pirtle street, between Main street and Market street, from Nineteenth street to Twentieth street, shall be regraded, recurbed, and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 31, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE EAST SIDE OF NINTH STREET, BETWEEN MAIN STREET AND MARKET STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the east side of Ninth street, between Main street and Market street, excepting that portion between a line 156½ feet north of Market street and a line 211½ feet north of Market street, shall be regraded and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of ground fronting the improvement, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 31, 1903.

---

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE SIDEWALK ON BOTH SIDES OF OLDHAM STREET, BETWEEN EIGHTH STREET AND NASHVILLE AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on both sides of



Oldham street, between Eighth street and Nashville avenue, shall be graded and paved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 31, 1903.

---

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE SIDEWALK ON THE EAST SIDE OF TWENTY-EIGHTH STREET, BETWEEN GARLAND AND GREENWOOD AVENUES.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on the east side of Twenty-eighth street, between the south curb line of Garland avenue and the north curb line of Greenwood avenue, seven and one-half ( $7\frac{1}{2}$ ) feet in width and adjoining the property line and the property line extended, shall be graded and paved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 31, 1903.

---

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE SIDEWALK ON THE NORTH SIDE OF SLEVIN STREET, BETWEEN TWENTY-SIXTH AND TWENTY-EIGHTH STREETS, AND ON THE SOUTH SIDE OF SLEVIN STREET, BETWEEN TWENTY-SIXTH STREET AND THE CENTER LINE OF TWENTY-EIGHTH STREET EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on the north side of Slevin street, between Twenty-sixth and Twenty-eighth

streets, and on the south side of Slevin street, between Twenty-sixth street and the center line of Twenty-eighth street extended, shall be graded and paved with brick pavement eight (8) feet in width adjoining the property line, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 31, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE WEST SIDE OF SEVENTH STREET, BETWEEN CONGRESS STREET, OR ALLEY, AND MARKET STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the west side of Seventh street, between the north curb line of Congress street, or alley, and Market street, excepting that portion now paved with flagstone pavement, shall be regraded and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 31, 1903.

---

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE SIDEWALK ON THE NORTH SIDE OF GARLAND AVENUE, BETWEEN TWENTIETH AND TWENTY-FIRST STREETS.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on the north side of Garland avenue, between the west curb line of Twentieth street and the east curb line of Twenty-first street, eight (8) feet in width, adjoining the property line, shall be graded and paved

with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 31, 1903.

---

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE SIDEWALK ON THE NORTHWEST SIDE OF RUFER AVENUE, BETWEEN CASTLEWOOD AVENUE AND THE FIRST ALLEY SOUTHWEST OF VON BORRIES AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on the northwest side of Rufer avenue, between Castlewood avenue and the first alley southwest of Von Borries avenue, seven (7) feet in width, adjoining the curbing, shall be graded and paved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 31, 1903.

---

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE SIDEWALK ON THE SOUTHEAST SIDE OF RUFER AVENUE, BETWEEN CASTLEWOOD AVENUE AND VON BORRIES AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on the southeast side of Rufer avenue, between Castlewood avenue and Von Borries avenue, seven and one-half ( $7\frac{1}{2}$ ) feet in width adjoining the curbing, shall be paved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost

of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 31, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK OR THE EAST SIDE OF PRESTON STREET, BETWEEN LAUREL STREET AND ROSE LANE.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the east side of Preston street, between the south curb line of Laurel street and the north curb line of Rose Lane, shall be regraded and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 31, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE SOUTH SIDE OF ST. CATHERINE STREET, BETWEEN FLOYD STREET AND THE FIRST ALLEY EAST OF BROOK STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the south side of St. Catherine street, between the west curb line of Floyd street and the first alley east of Brook street, shall be regraded and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 31, 1903.



---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE NORTH SIDE OF MADISON STREET, BETWEEN HANCOCK STREET AND CLAY STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the north side of Madison street, between the east curb line of Hancock street and the west line of Clay street, shall be regraded and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 31, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE NORTH SIDE OF WALNUT STREET, BETWEEN JACKSON STREET AND HANCOCK STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the north side of Walnut street, between the east curb line of Jackson street and the west curb line of Hancock street, shall be regraded and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 31, 1903.

---

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE SIDEWALK ON THE EAST SIDE OF FIRST STREET, BETWEEN AVERY AND BRANDEIS AVENUES.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on the east side

of First street, between the south curb line of Avery avenue and the north curb line of Brandeis avenue, six (6) feet in width adjoining the curbing, shall be graded and paved with artificial stone granitoid pavement No. 2, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of ground fronting the improvement, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 31, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE EAST SIDE OF CLAY STREET, BETWEEN CHESTNUT STREET AND THE FIRST ALLEY SOUTH OF GRAY STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the east side of Clay street, between the south curb line of Chestnut street and the first alley south of Gray street, shall be regraded, recurbed, and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 31, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON BOTH SIDES OF CLAY STREET, BETWEEN MADISON STREET AND CHESTNUT STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on both sides of Clay street, between the south curb line of Madison street and the north curb line of Chestnut street, shall be regraded, recurbed, and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall

be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 31, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK  
ON THE NORTH SIDE OF MAIN STREET, BETWEEN SHELBY  
STREET AND CAMPBELL STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the north side of Main street, between the east curb line of Shelby street and Campbell street, excepting that portion now paved with granitoid pavement, shall be regraded and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 31, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK  
ON THE SOUTH SIDE OF MAIN STREET, BETWEEN PRESTON  
STREET AND JACKSON STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the south side of Main street, between Preston street and a line  $237\frac{2}{10}$  feet east of and parallel to Preston street, and from a line  $290\frac{7}{10}$  feet east of and parallel to Preston street to Jackson street, excepting that portion now paved with granitoid pavement, shall be regraded and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the

ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved August 31, 1903.

---

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE SIDEWALK ON THE WEST SIDE OF TWENTY-EIGHTH STREET, BETWEEN CHESTNUT STREET AND THE FIRST ALLEY SOUTH OF CHESTNUT STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on the west side of Twenty-eighth street, between Chestnut street and the first alley south of Chestnut street, eight (8) feet in width adjoining the property line, shall be graded and paved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 2, 1903.

---

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE SIDEWALK ON THE SOUTH SIDE OF FRANKFORT AVENUE, BETWEEN CAVEWOOD AVENUE AND RAYMOND AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on the south side of Frankfort avenue, between Cavewood avenue and Raymond avenue, shall be graded and paved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 9, 1903.



AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE  
SIDEWALK ON THE SOUTH SIDE OF FRANKFORT AVENUE, BE-  
TWEEN PETERSON AND PARK AVENUES.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on the south side of Frankfort avenue, between the east curb line of Peterson avenue and the west curb line of Park avenue, shall be graded and paved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 9, 1903.

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF  
THE SIDEWALK ON THE EAST SIDE OF CYPRESS STREET, BE-  
TWEEN VIRGINIA AND WOODLAND AVENUES.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on the east side of Cypress street, between Virginia and Woodland avenues, six and one-third ( $6\frac{1}{3}$ ) feet in width, extending east from a line  $3\frac{1}{2}$  feet east of the curb line, shall be graded and paved with artificial stone granitoid pavement No. 2, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 9, 1903.

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE SIDEWALK ON THE WEST SIDE OF CYPRESS STREET, BETWEEN VIRGINIA AND WOODLAND AVENUES.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on the west side of Cypress street, between Virginia and Woodland avenues, six and one-third ( $6\frac{1}{3}$ ) feet in width, extending west from a line  $3\frac{1}{2}$  feet west of the curb line, shall be graded and paved with artificial stone granitoid pavement No. 2, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 9, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE EAST SIDE OF ELEVENTH STREET, BETWEEN CONGRESS STREET OR ALLEY AND MARKET STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the east side of Eleventh street, between the north curb line of Congress street or alley, and a line 9 feet south of and parallel to Market street, shall be regraded and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 9, 1903.

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON BOTH SIDES OF TWELFTH STREET, BETWEEN MADISON AND CHESTNUT STREETS.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on both sides of Twelfth street, between the south curb line of Madison street and the north line of Chestnut street, shall be regraded, recurbed, and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 9, 1903.

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE WEST SIDE OF FIFTEENTH STREET, BETWEEN PRENTICE STREET AND THE FIRST ALLEY SOUTH OF KENTUCKY STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the west side of Fifteenth street, between the north curb line of Prentice street and the first alley south of Kentucky street, shall be regraded and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 9, 1903.

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE SIDEWALK ON THE NORTH SIDE OF BARBEE AVENUE, BETWEEN SECOND STREET AND SHIPP AVENUE, AND ON THE NORTHEAST SIDE OF SHIPP AVENUE, BETWEEN BARBEE AVENUE AND THE FIRST ALLEY WEST OF SECOND STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on the north side

of Barbee avenue, between Second street and Shipp avenue, and on the northeast side of Shipp avenue, between Barbee avenue and the first alley west of Second street, six (6) feet in width adjoining the property line, shall be graded and paved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 22, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE EAST SIDE OF SHELBY STREET, BETWEEN A LINE EIGHTY-ONE (81) FEET NORTH OF MILTON STREET AND THE FIRST ALLEY NORTH OF MILTON STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the east side of Shelby street, between a line eighty-one (81) feet north of Milton street and the first alley north of Milton street, shall be regraded and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 22, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE NORTH SIDE OF BRECKINRIDGE STREET, BETWEEN PRESTON STREET AND THE FIRST ALLEY WEST OF PRESTON STREET, AND BETWEEN A LINE  $32\frac{1}{2}$  FEET WEST OF AND PARALLEL TO THE FIRST ALLEY WEST OF PRESTON STREET AND FLOYD STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the north side of Breckinridge street, between Preston street and the first alley west of Preston street,



and between a line  $32\frac{1}{2}$  feet west of and parallel to the first alley west of Preston street and Floyd street, shall be regraded and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 22, 1903.

---

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK ON THE NORTH SIDE OF BRECKINRIDGE STREET, BETWEEN JACKSON STREET AND THE SECOND ALLEY WEST OF JACKSON STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the north side of Breckinridge street, between the west line of Jackson street and the second alley west of Jackson street, shall be regraded and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 22, 1903.

---

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE SIDEWALK ON THE WEST SIDE OF TWENTY-FOURTH STREET, BETWEEN MAGAZINE STREET AND ELLIOTT AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on the west side of Twenty-fourth street, between Magazine street and Elliott avenue, eight (8) feet in width, adjoining the property line, shall be graded and paved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the

cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 22, 1903.

---

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF  
THE SIDEWALK ON THE NORTHEAST SIDE OF CASTLEWOOD  
AVENUE, BETWEEN WINTER AND RUFER AVENUES.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on the northeast side of Castlewood avenue, between Winter and Rufer avenues, four and one-half ( $4\frac{1}{2}$ ) feet, adjoining the curbing, shall be graded and paved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 22, 1903.

---

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF  
THE SIDEWALK ON THE NORTHEAST SIDE OF BAXTER AVENUE,  
BETWEEN FINZER OR PARK AVENUE AND LONGEST AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on the northeast side of Baxter avenue, between Finzer or Park avenue and Longest avenue, shall be graded and paved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed. °

Approved October 22, 1903.

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE  
SIDEWALK ON THE SOUTHWEST SIDE OF BAXTER AVENUE,  
BETWEEN VON BORRIES AND TRANSIT AVENUES.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on the southwest side of Baxter avenue, between Von Borries and Transit avenues, shall be graded and paved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 22, 1903.

---

AN ORDINANCE TO IMPROVE THE UNPAVED PORTIONS OF THE  
SIDEWALK ON THE SOUTHWEST SIDE OF BAXTER AVENUE,  
BETWEEN ROSEWOOD AVENUE AND A LINE THREE HUNDRED  
AND SIXTY-SIX (366) FEET SOUTHEAST OF ROSEWOOD AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That the unpaved portions of the sidewalk on the southwest side of Baxter avenue, between Rosewood avenue and a line three hundred and sixty-six (366) feet southeast of Rosewood avenue, shall be graded and paved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 22, 1903.

AN ORDINANCE TO IMPROVE A PORTION OF THE SIDEWALK  
ON THE WEST SIDE OF CAMPBELL STREET, BETWEEN GREEN  
STREET AND THE FIRST ALLEY NORTH OF GREEN STREET.

*Be it ordained by the General Council of the city of Louisville :*

That the sidewalk on the west side of Campbell street, between Green and the first alley north of Green street, shall be regraded, recurbed, and repaved with brick pavement, in accordance with the plans and specifications on file in the office of the Board of Public Works, and that said work shall be done at the cost of the owners of the ground fronting the improvement, as provided by law ; and that all ordinances in conflict herewith be and are hereby repealed.

Approved October 22, 1903.

---

**WELLS.**

AN ORDINANCE TO CONSTRUCT A WELL WITH WROUGHT-IRON  
PIPE AT OR NEAR THE INTERSECTION OF TWENTY-EIGHTH  
STREET AND CLEVELAND AVENUE.

*Be it ordained by the General Council of the city of Louisville :*

That a well shall be constructed with wrought-iron pipe at or near the intersection of Twenty-eighth street and Cleveland avenue.

Said work shall be executed under the supervision of the Board of Public Works, and in accordance with the specifications on file in the office of said board, and at the exclusive cost of the owners of the ground on the westerly side of Twenty-eighth street, from a line midway between St. Xavier street and Cleveland avenue to a line midway between Cleveland avenue and Garfield avenue, and extending back to a line midway between Twenty-eighth street and Twenty-ninth street ; and on the easterly side of Twenty-eighth street, from a line 180 feet south of and parallel to St. Xavier street to a line 539 feet  $1\frac{1}{2}$  inches south of and parallel to St. Xavier street, and



extending back to a line midway between Twenty-eighth street and Twenty-seventh street; and that all ordinances in conflict herewith be and are hereby repealed.

Approved February 24, 1902.

---

AN ORDINANCE TO CONSTRUCT A WELL WITH WROUGHT-IRON PIPE AT OR NEAR A POINT IN THE SOUTH SIDE OF JARVIS AVENUE, MIDWAY BETWEEN THE SEVENTH-STREET OR OAKLAND PLANK ROAD AND DUBOURG AVENUE EXTENDED.

*Be it ordained by the General Council of the city of Louisville :*

That a well shall be constructed with wrought-iron pipe at or near a point in the south side of Jarvis avenue, midway between the Seventh-street or Oakland Plank road and Dubourg avenue extended. Said work shall be executed under the supervision of the Board of Public Works, and in accordance with the specifications on file in the office of said board, and at the exclusive cost of the owners of the ground on the northeasterly side of Jarvis avenue, from the Seventh-street or Oakland Plank road to Dubourg avenue, and extending back to a line midway between Jarvis avenue and Paris avenue and Paris avenue extended; and on the southwesterly side of Jarvis avenue, from the Seventh-street or Oakland Plank road to the center line of Dubourg avenue extended, and extending back to a line midway between Jarvis and Davies avenues; and that all ordinances in conflict herewith be and are hereby repealed.

Approved November 25, 1902.



## INDEX TO SPECIAL ORDINANCES.

	PAGE
<b>AVENUES AND STREETS—IMPROVEMENT BY ORIGINAL CONSTRUCTION OF—</b>	
Part of Pflanz avenue, from the center line of Thirty-fourth street extended from the north to the center line of Thirty-fifth street extended from the north.....	3
Part of Pflanz avenue, from the center line of Thirty-fifth street extended from the north to the easterly line of Thirty-sixth street extended from the north.....	4
Part of Twenty-eighth street, from the north line of Walnut street to the center line of Grayson street.....	4
Part of Twenty-eighth street, from the north line of Jefferson street to the south curb line extended of Market street.....	5
Part of Twenty-eighth street, from the center line of Grayson street to the south line of Jefferson street.....	6
Part of Castlewood avenue, from a line at right angles to Castlewood avenue, passing through a point where the center line of Shady Lane extended intersects the north curb line of Castlewood avenue to the city boundary line on the southeast.....	7
Part of Castlewood avenue, from a line at right angles to Castlewood avenue, passing through a point where the center line of Ferndale avenue extended intersects the north curb line of Castlewood avenue to a line at right angles to Castlewood avenue, passing through a point where the center line of Shady Lane extended intersects the north curb line of Castlewood avenue.....	7
Part of Castlewood avenue, from a line at right angles to Castlewood avenue, passing through a point where the center line of Edenside avenue extended intersects the north curb line of Castlewood avenue to a line at right angles to Castlewood avenue, passing through a point where the center line of Ferndale avenue extended intersects the north curb line of Castlewood avenue.....	8
Part of Von Borries avenue, from a line at right angles to Von Borries avenue, passing through a point where the center line of Beechwood avenue extended intersects the north curb line of Von Borries avenue to a line at right angles to Von Borries avenue, passing through a point where the center line of Rosewood avenue extended intersects the north curb line of Von Borrie avenue.....	9
Part of Von Borries avenue and Castlewood avenue, from a line at right angles to Von Borries avenue, passing through a point where the center line of Rosewood avenue extended intersects the north curb line of Von Borries avenue to a line at right angles to Castlewood avenue, passing through a point where the center line of Edenside avenue extended intersects the north curb line of Castlewood avenue.....	10

## AVENUES AND STREETS—Continued.

	PAGE
Part of Frankfort avenue, from the former city boundary line, 200 feet east of Park avenue to the center line of Crescent avenue extended from the north.....	11
Part of Frankfort avenue, from the center line of Crescent avenue extended from the north to the west line (extended from the north) of the Louisville Water Company's property, being a part of the city boundary line north of Frankfort avenue.....	12
Part of Kentucky street, from the center line of Swan street and Swan street extended to a line at right angles to Kentucky street, passing through a point where the center line of Dupuy street extended intersects the north line of Kentucky street.....	13
Part of Kentucky street, from a line at right angles to Kentucky street, passing through a point where the center line of Dupuy street extended intersects the north line of Kentucky street to the center line of Jacob avenue.....	14
Part of Kentucky street, from the southwesterly line of Barrett avenue and Castlewood avenue to the center line of Jacob avenue.....	15
Part of Twenty-second street, from the center line of Howard street to the north line of Garland avenue.....	16
Part of A street, from the west line of Fourth street to the east line of Fifth street.....	17
Part of Cavewood avenue, from the southwest line of Frankfort avenue to the north line of Payne street.....	17
Part of Haldeman avenue, from the northeasterly line of Frankfort avenue to the southerly line of Letterle avenue.....	18
Part of G street, from the northeast line of Shipp avenue to the center line of Brook street.....	19
Part of G street, from the center line of Brook street to the east line of the first alley east of Brook street.....	20
Part of G street, from the west line of Floyd street to the east line of the Louisville and Nashville Railway Company's transfer track, right of way.....	20
Part of Shipp avenue, from the center line of First street extended to a line at right angles to Shipp avenue, passing through the point of intersection of the northeast line of Shipp avenue and the center line line of G street.....	21
Part of Von Borries avenue, from a line at right angles to Von Borries avenue, passing through a point where the center line of Beechwood avenue extended intersects the northeast curb line of Von Borries avenue, to a line at right angles to Von Borries avenue, passing through a point where the center line of Rosewood avenue extended intersects the northeast curb line of Von Borries avenue.....	22
Part of Von Borries avenue, from a line at right angles to Von Borries avenue, passing through a point where the center line of Rosewood avenue extended intersects the northeast curb line of Von Borries avenue, to a line at right angles to Von Borries avenue, passing through a point where the center line of Castlewood avenue extended from the west intersects the southwest curb line of Von Borries avenue.....	23



AVENUES AND STREETS—Continued.

	PAGE
Part of Castlewood avenue, from a line at right angles to Von Borries avenue, passing through a point where the center line of Castlewood avenue extended from the west intersects the southwest curb line of Von Borries avenue, to a line at right angles to Castlewood avenue, passing through a point where the center line of Edenside avenue extended intersects the northeast curb line of Castlewood avenue.....	24
Part of Stein Court, from the west line of Preston street to the east line of the first alley east of Floyd street.....	25
Part of Eighteenth street, from a line 34½ feet north of and parallel to the south line of Magnolia avenue extended, to the center line of Standard avenue extended.....	26
Part of Eighteenth street, from the center line of Standard avenue extended, to a line passing through the points of intersection of the east and west curb lines of Eighteenth street and the center lines of Burnett and Foree avenues, respectively.....	27
Part of Eighteenth street, from a line passing through the points of intersection of the east and west curb lines of Eighteenth street and the center lines of Burnett and Foree avenues extended, respectively, to a line passing through the points of intersection of the east and west curb lines of Eighteenth street and the center lines of Bayless and Bolling avenues extended, respectively.....	28
Part of Eighteenth street, from a line passing through the points of intersection of the east and west curb lines of Eighteenth street and the center lines of Bayless and Bolling avenues extended, respectively, to a line at right angles to Eighteenth street, passing through the point of intersection of the east curb line of Eighteenth street and the center line of Hill street extended.....	28
Part of Eighteenth street, from a line at right angles to Eighteenth street, passing through the point of the intersection of the east curb line of Eighteenth street and the center line of Hill street extended to line at right angles to Eighteenth street, passing through the point of intersection of the east curb line of Eighteenth street and the center line of A street extended.....	29
Part of Eighteenth street, from a line at right angles to Eighteenth street, passing through the point of intersection of the east curb line of Eighteenth street, and the center line of A street extended to the present city boundary line.....	30
Part of O street, from the west line of Fourth street to the center line of Fifth street.....	31
Part of Madison street, from the center line of Twenty-ninth street to the center line of Thirtieth street.....	31
Part of Madison street, from the west line of Twenty-eighth street to the center line of Twenty-ninth street.....	32
Part of Catalpa street, from the center line of Gibson lane or avenue to the northwest line of Cane Run road.....	32
Part of Twenty-fourth street, from the south line of Broadway to the north line of Maple street.....	33

## AVENUES AND STREETS—Continued.

	PAGE
Part of Fourth street, from the center line of K street to the north line of K street.....	33
Part of Burnett avenue, from the center line of Hickory street to the center line of Texas street.....	34
Part of Fischer avenue, from the southeast line of Dandridge avenue to the northwest line of Struck avenue.....	34
Part of Lee street, from the west line of Brook street to the east line of First street.....	35
Part of Broadway, from a line at right angles to Broadway, passing through a point in the north line of Broadway, 600 feet west of Heck's or Gaar's lane on the north, to a line at right angles to Broadway, passing through a point in the north line of Broadway, 1,200 feet west of said Heck's or Gaar's lane.....	35
Part of Broadway, from a line at right angles to Broadway, passing through a point in the north line of Broadway, 1,200 feet west of Heck's or Gaar's lane, on the north, to a line at right angles to Broadway, passing through a point in the north line of Broadway, 1,800 feet west of Heck's or Gaar's lane.....	36
Part of Broadway, from a line at right angles to Broadway, passing through a point in the north line of Broadway, 1,800 feet west of Heck's or Gaar's lane on the north to a line at right angles to Broadway, passing a point in the north line of Broadway, 2,400 feet west of said Heck's or Gaar's lane.....	37
Part of Broadway, from a line at right angles to Broadway, passing through a point in the north line of Broadway, 2,400 feet west of Heck's or Gaar's lane on the north to a line at right angles to Broadway, passing through a point in the north line of Broadway, 3,000 feet west of said Heck's or Gaar's lane.....	38
Part of Broadway, from a line at right angles to Broadway, passing through a point in the north line of Broadway, 3,000 feet west of Heck's or Gaar's lane on the north to a line passing through the points of intersection of the north and south curb lines of Broadway and the center lines of Parkview avenue and Gaar's lane on the south extended, respectively.....	36
Part of Broadway, from a line passing through the points of intersection of the north and south curb lines of Broadway and center lines of Parkview avenue and Gaar's lane on the south extended, respectively, to the center line of Kettig Court extended.....	40
Part of Duncan street, from the city boundary line, as established March 9, 1868, to the center line of Twenty-eighth street extended from the north.....	40
Part of Alford street, from the city boundary line established March 9, 1868, to the center line of Twenty-eighth street extended from the south.....	41
Part of Twenty-eighth street, from the south line of Alford street to the north line of Duncan street.....	42
Part of Rosewood avenue, from the southwest line of Baxter avenue to the northeast line of Von Borries avenue.....	42

AVENUES AND STREETS—Continued.

	PAGE
Part of Ash street, from the east line of Shelby street to the northwest line of McHenry street.....	43
Part of Floyd street, from the center line of H street extended, to the northeasterly line of the right of way of the Southern Railway in Kentucky.....	43
Part of Floyd street, from the center line of G street to the center line of H street extended.....	44
Part of Ormsby avenue, from the west line of Fifteenth street to the center line of Sixteenth street extended from the north.....	45
Part of Ormsby avenue, from the center line of Seventeenth street extended from the north to the east line of Eighteenth street, formerly the Valley Turnpike and Gravel road.....	45
Part of Ormsby avenue, from the center line of Sixteenth street extended from the north to the center line of Seventeenth street extended from the north.....	46
Part of Magnolia avenue, from the west line of Seventh street to the center line of Ninth street extended.....	47
Part of Fifth street, from the south line of Hill street to a line 18 feet south of the north line of A street.....	48
Part of Fifth street, from a line eighteen feet north of the south line of A street to the center line of Lee street.....	48
Part of Fifth street, from the center line of Lee street to the north line of Bloom avenue.....	49
Part of Lee street, from the west line of Fourth street to the east line of Fifth street.....	49
Part of Hill street, from the west line of Seventh street to the center line of Ninth street.....	49
Part of Magnolia avenue, from the center line of Ninth street extended to the center line of Tenth street.....	50
Part of Market street, from the city boundary line as established March 9, 1868, to the center line of Twenty-ninth street extended from the north.....	50
Part of Dumesnil street, from the west line of Fifteenth street to the center line of Sixteenth street.....	51
Part of Dumesnil street, from the center line of Sixteenth street to the center line of Seventeenth street.....	52
Part of Dumesnil street, from the center line of Seventeenth street to the east line of Eighteenth street.....	52
Part of Dumesnil street, from the west line of Twenty-sixth street to the east line of Cypress street.....	52
Part of Dumesnil street, from the west line of Cypress street to the center line of Olive street extended.....	53
Part of Dumesnil street, from the center line of Olive street extended to the center line of Amber street extended.....	54
Part of Woodland avenue, from the west line of Cypress street to the center line of Olive street.....	54
Part of Woodland avenue, from the center line of Olive street to the east line of Amber street.....	55

## AVENUES AND STREETS—Continued.

	PAGE
Part of Woodland avenue, from the west line of Amber street to the east line of Catalpa street .....	55
Part of Woodland avenue, from the west line of Catalpa street to the center line of Hemlock street .....	55
Part of Woodland avenue, from the center line of Hemlock street to the center line of Beech street .....	56
Part of Twenty-eighth street, from the northwesterly line of Slevin street to the center line of Garfield avenue extended .....	56
Part of Twenty-eighth street, from the center line of Garfield avenue extended to the center line of Cleveland avenue extended .....	57
Part of Twenty-eighth street, from the center line of Cleveland avenue extended to the center line of St. Xavier street .....	58
Part of Virginia avenue, from the west line of Twenty-sixth street to the center line of Cypress street extended .....	58
Part of Burnett avenue, from the east line of Floyd street to the west line of Preston street, and the northwest line of the right of way of the transfer track of the Louisville and Nashville railroad .....	59
Part of Burnett avenue, from the center line of Brook street to the west curb line of Floyd street .....	60
Part of Burnett avenue, from the center line of Hoertz avenue to the center line of Hickory street .....	60
Part of McHenry street, from the center line of Ash street on the southeast extended to the center line of Ash street on the northwest extended .....	61
Part of McHenry street, from the southwest line of Goss avenue to the center line of Ash street on the southeast extended .....	61
Part of Hickory street, from the northeast line of Burnett avenue to the southwest line of Milton street .....	62
Part of Levering street, from the south line of Magnolia avenue to a line 816 feet south of and parallel to Magnolia avenue .....	62
Part of Jackson street, from the south line of Oak street to the center line of Guendaline avenue .....	63
Part of Jackson street, from the center line of Guendaline avenue to the center line of Rupp street .....	63
Part of Jackson street, from the center line of Rupp street to the north line of Camp street .....	64
Part of Twenty-eighth street, from the south line of St. Xavier street to the north line of Slevin street .....	64
Part of Twenty-eighth street, from the center line of Courtney avenue extended to the north line of Garland avenue .....	65
Part of Twenty-eighth street, from the south line of Broadway to the center line of Lewis avenue extended .....	65
Part of Twenty-eighth street, from the center line of Lewis avenue extended to the center line of Courtney avenue extended .....	66
Part of Virginia avenue, from the west line of Twenty-eighth street to the center line of Beech street extended .....	67
Part of Oldham street, from the east line of Twelfth street to a line 316 feet east of Twelfth street .....	67



<b>AVENUES AND STREETS—Continued.</b>	<b>PAGE</b>
Part of Rubel avenue, from the southeast line of Hepburn avenue to the northeast line of Winter avenue .....	68
Part of Rubel avenue, from the southeast line of Winter avenue to the northwest line of Rufer avenue .....	68
Part of Goss avenue, from the center line of Logan street extended to the east line of Shelby street .....	69
<b>AVENUES AND STREETS—OPENING, EXTENDING AND NAMING—</b>	
To open, extend and name G street, from the northeast line of Shipp avenue to the east line of the first alley east of Brook street .....	22
<b>AVENUES AND STREETS—Closing of Thirteenth street, on the north side of High street to the south line of the property leased by the Commissioners of the Sinking Fund to the Chicago, St. Louis &amp; New Orleans Railway Company .....</b>	<b>69</b>
<b>AVENUES AND STREETS—EXTENSION OF—</b>	
Eighteenth Street .....	71
Goss avenue, from the first alley east of Shelby street to Shelby street .....	71
<b>AVENUES AND STREETS—CHANGING NAMES OF—</b>	
Alford avenue to St. Cecilia street .....	72
Todd street to Lytle street .....	72
Portion of the Shelbyville and Louisville Turnpike road to Frankfort avenue .....	73
Public way heretofore known as Fontaine Ferry Road or Market street to Market street .....	73
Bainbridge street, from Twenty-fourth street to Twenty-sixth street, to Elliott avenue .....	73
Overhill street, between Hepburn avenue and Rufer avenue, to Rubel avenue .....	74
Public way heretofore known as Preston street road to Lawton avenue .....	74
Lost alley to Stœcker avenue .....	74
Eighteenth street, from Ormsby avenue to a line 154 $\frac{1}{3}$ feet south of Wilson avenue as laid down in Garvin and Gardner's sub-division, recorded in deed book 190, page 50, in the office of the Clerk of the County Court of Jefferson county, to Bell street .....	75
Portion of Reservoir avenue to Mellwood avenue .....	75
East Broadway, from Baxter avenue to Midland avenue, to Cherokee road .....	76
Portion of the Jefferson or Brownsboro turnpike road to Letterle avenue .....	76
Portion of the Seventh street or Oakland Plank Road to Seventh street .....	76
Portion of Griffiths avenue, from Twenty-sixth street to a line 477 feet west of Irwin avenue, to Slevin street .....	77
<b>AVENUES AND STREETS—OPENING AND EXTENDING—</b>	
Main street, from the northeasterly line of the alley, 922 2-12 feet southwest from Spring street to the northwestwardly line of Mellwood avenue .....	77
Hill street, from the west line of First street to the east line of Second street .....	78
Hill street, from the west line of Brook street to the east line of First street .....	78

	PAGE
AVENUES AND STREETS—Authorizing the institution of a suit in equity in the Jefferson Circuit Court to close Eleventh street, north of Monroe or Rowan street, to the canal line. ....	79
AVENUES AND STREETS—NARROWED—	
Thirtieth street, from Grand avenue to Bismarck avenue, by taking therefrom five feet on the east side thereof, and authorizing a quit claim deed for said five feet to the abutting property owners. ....	79
Benton avenue, from Barret avenue to the intersection of Benton avenue and Randolph street from 50 feet to 15 feet. ....	80
AVENUES AND STREETS—Improvement of Keaton and Logan Places as a part of Market street. ....	81
AVENUES AND STREETS—Condemnation of ground to extend Magnolia avenue frook Brook street to First street. ....	82
AVENUES AND STREETS—ACCEPTING DEDICATION OF—	
Addition to north side of Camp street from Preston street to Clay street. ....	82
Streets and alleys laid off on the "Revised plan of Cain's sub-division, as surveyed by the Kentucky Title Company, May 9, 1900." ....	83
Certain parcel of land conveyed by the Louisville Cotton Oil Company to the city of Louisville as a public way and extension of Floyd street. ....	84
ALLEYS—IMPROVEMENT BY ORIGINAL CONSTRUCTION OF—	
Part of an alley from Fifteenth street to a line 200 feet east of Fifteenth street, and being the first alley south of Churchill street. ....	84
Part of alley from Pope street to William street, and being the first alley south of Letterle avenue. ....	85
Part of alley from H street northeast to the first alley south of Letterle avenue, and between Pope street and William street. ....	85
Part of alley from the first alley west of Jackson street to the second alley west of Jackson street, and between Breckinridge and Caldwell streets. ....	87
Part of alley from Woodbine street north to the first alley south of Ormsby avenue, and being the first alley west of Preston street. ...	87
Part of alley from Kentucky street south 105 feet, and being the first alley west of Preston street. ....	88
Part of alley from Brandeis avenue to Avery avenue, and between Third and Fourth streets. ....	88
Part of alley from Kentucky street to St. Catherine street, and being the first alley east of Logan street. ....	89
Part of alley from Swan street to the first alley east of Logan street and between Kentucky and St. Catherine streets. ....	89
Part of alley from Longest avenue to a line 450 feet northwest of and parallel to Longest avenue, and between East Broadway and Everett avenue. ....	89
Part of alley from Transit avenue to Slaughter lane or avenue, and between East Broadway and Everett avenue. ....	90
Part of alley from Everett avenue to the first alley south of Everett avenue, and being the first alley east of Transit avenue. ....	90

ALLEYS—Continued.

PAGE

Part of alley from Twenty-fifth street to Twenty-sixth street, and between Griffiths avenue and Slevin street.....	91
Part of alley from Avery avenue to the north line of the first alley south of Avery avenue, and being the first alley west of Fourth street.....	91
Part of first alley south of Avery avenue, from the west line of Fourth street to the west curb line of the first alley west of Fourth street,.....	92
Part of alley from Eighteenth street to Nineteenth street, and being the first alley south of Magazine street.....	93
Part of alley from Twenty-first street west, thence north to the first alley south of Griffiths avenue, and being the first alley north of Duncan street.....	93
Part of alley from Twenty-fourth street to Twenty-fifth street, and between Griffiths avenue and St. Xavier street.....	94
Part of alley from Winter avenue to the northwest line extended of the first alley northwest of Winter avenue, and being the first alley southwest of Edward street.....	94
Part of alley from Hancock street to the first alley east of Hancock street, and being the first alley north of Caldwell street.....	95

ALLEYS—NARROWED—

First alley south of St. Catherine street, between Sixth street and Garvin Place, sometimes called Bertrand street, by taking therefrom five feet on each side thereof, and authorizing a quit claim deed for said five feet on each side to the abutting property owners....	95
---	----

ALLEYS—AUTHORIZING INSTITUTION OF SUIT TO CLOSE—

Alleys in the block lying between Tenth and Eleventh streets, and Monroe or Rowan streets and the canal line.....	96
Alleys in the block lying between Eleventh and Twelfth streets, and Monroe or Rowan streets and the canal line.....	96
Alley between Oak and Dumesnil streets on the west side of Seventh street and extending from Seventh street to the Louisville and Nashville Railroad.....	97
Alley between Shipp and Jarvis avenues, where the same divides the lands of the Standard Sanitary Manufacturing Company.....	97
Alley between Wilson and Ormsby avenues and Fourteenth and Fifteenth streets, where the same divides the land of the Peerless Manufacturing Company.....	98
ALLEY—Extension of alley from an alley 180 feet south of Broadway to York street, and between Sixth and Seventh streets.....	99
ALLEY—Accepting the dedication of alley in the block bounded by Baxter avenue, Broadway, Rubel avenue and Breckinridge street.....	99
ALLEY—Occupation of, allowing Minnie Heisman to use a strip of land fronting four inches on south side of Camp street, with a depth of 135 feet to the alley, beginning 169 feet and eight inches west of Shelby street, thence running westwardly said four inches.....	100

	PAGE
ALLEY—Authorizing closing of the twenty-foot alley on the north side of Breckinridge street, 180 feet west of Baxter avenue, running 200 feet northwardly to a twelve foot alley, said alley being in the block bounded by Baxter avenue, Rubel avenue, Broadway and Breckinridge streets. ....	100
CEMETERY—Western .....	101
CISTERNS—Construction of, at or near the intersection of Thirty-ninth street and Rudd avenue. ....	101
CLOCK—On Fourth street, permitting Rogers & Pottinger Jewelry and Optical Company to maintain. ....	102
DISTILLERY COMPANIES—Granting right of way to. ....	103
FIRE HYDRANTS—AUTHORIZING THE ERECTION OF—	
In Twelfth street, between Maple and Lexington streets. ....	105
At or near the intersection of Ormsby avenue and the first alley west of Shelby street. ....	105
At or near a point in Floyd street, 500 feet south of H street .....	106
At or near the intersection of Broadway and Center street. ....	107
At or near the northeast corner of Preston and Oak streets. ....	107
At or near the intersection of Mellwood avenue and Joseph street. ....	108
At or near the intersection of Mellwood and Frank avenues. ....	109
In Main street, between Hancock street and Clay street. ....	109
In Haldeman avenue, between Frankfort avenue and a line 960 feet northward from and parallel to Frankfort avenue. ....	110
At or near the intersection of Fifteenth and Zane streets. ....	111
At or near the intersection of Fifteenth and Oldham streets. ....	111
At or near the intersection of Fifteenth and Churchill streets. ....	112
At or near the intersection of Fifteenth and Harney streets. ....	113
In Charles street, between Krieger street extended from the northeast and the northwest line of Ellison street extended from the southwest .....	113
At or near the intersection of Portland avenue and Fourteenth street. ....	114
In Kentucky street, between Swan street extended and a line midway between Logan street and Underhill street extended. ....	115
At or near a point in Lytle street 175 feet west of Fifteenth street. ....	116
At or near a point in Portland avenue midway between Fifteenth and Seventeenth streets. ....	117
At or near the intersection of Third street and Ormsby avenue. ....	117
At or near the intersection of Ninth and Hill streets. ....	118
At or near the intersection of Tenth and Hill streets. ....	118
In Story avenue, between Pocahontas and Buchanan streets extended. ....	119
In Story avenue, between Cabel and Pocahontas streets extended. ....	119
At or near the intersection of Hill and Eleventh streets. ....	120
In Hill street, between Tenth and Eleventh streets. ....	120
At or near the intersection of Hill and Twelfth streets. ....	121
At or near a point in Hill street, 210 feet west of Twelfth street. ....	121
At or near a point in Broadway, 600 feet west of Thirty-second street extended from the south. ....	122
At or near a point in Broadway, 1,200 feet west of Thirty-second street extended from the south. ....	123



FIRE HYDRANTS—Continued.

PAGE

At or near a point in Broadway, 1,800 feet west of Thirty-second street extended from the south.....	123
At or near a point in Broadway, 2,400 feet west of Thirty-second street extended from the south.....	124
At or near a point in Broadway, 3,000 feet west of Thirty-second street extended from the south.....	125
At or near a point in Broadway, 3,600 feet west of Thirty-second street extended from the south.....	125
At or near a point in Broadway, 4,200 feet west of Thirty-second street extended from the south.....	126
At or near a point in Broadway, 4,800 feet west of Thirty-second street extended from the south.....	127
At or near a point in Broadway, 5,400 feet west of Thirty-second street extended from the south.....	127

FRANCHISE—For Street Railway in Hamilton, Cavewood and Frankfort avenues and Payne street.....

128

For furnishing natural gas or artificial fuel gas, either or both mixed, in the city.....

131

To furnish steam heat and electricity for light and power within certain territory in the city.....

138

For street railway on Frankfort avenue.....

141

To the Ohio Valley Telephone Company to construct, equip, operate, and maintain telephone systems and exchanges.....

144

Cumberland Telephone and Telegraph Company, required to execute bond.....

147

For telephone system in the city.....

148 ✓

Grant of, to Kentucky Rock Gas Company to furnish natural gas for fuel and heating purposes.....

158

Street railway.....

159

Street railway.....

161

Street railway.....

163

To extend street railway tracks of Louisville Railway Company on Baxter avenue, from a point at or near the intersection of Garden street, to Jefferson street.....

165

To the Kentucky Traction Company of Louisville the right to construct, maintain, and operate, by electricity, railroad tracks and cars thereon.....

166

To provide for the sale of the franchise and privilege for constructing, operating, and maintaining within certain limits, a connecting railway or belt line, with sidings, in the city of Louisville.....

170

To provide for the sale of the franchise and privilege of constructing, operating, and maintaining on Fourteenth street, in the city of Louisville, Ky., certain railroad and railroad tracks.....

174

To erect and maintain metal boxes for the reception of waste paper and other litter in the city of Louisville.....

176

GATES—AT RAILROAD CROSSING—TO BE ERECTED—

By the Southern Railway Company and the receivers of the Kentucky & Indiana Bridge Company, at the railroad crossing at Catalpa street, south of Woodland avenue.....

180

GATES—Continued.	PAGE
By the Southern Railway Company (in Kentucky), at its railroad crossing of Third street .....	180
By the Kentucky & Indiana Bridge and Railroad Company at its railroad crossing of Woodland avenue .....	181
By the Kentucky & Indiana Bridge and Railroad Company at its railroad crossing of its line of railroad tracks on Thirty-first street, across Market street .....	181
INDUSTRIAL SCHOOL OF REFORM—Authorized to lease certain property ...	182
RAILWAYS—Track on Baxter avenue to be removed from side to center of avenue .....	183
RAILWAYS—Authority to extend railway track on Eighteenth street .....	183
Authority to extend railway tracks on Preston street .....	184
Authority to extend railway tracks on Brook and Hill streets .....	185
Authority to extend tracks across Twelfth street .....	185
RAILROADS—GRANTING RIGHT OF WAY TO—	
Louisville, Harrod's Creek, and Westport Railroad Company .....	186
Chicago, St. Louis & New Orleans Railway Company, operated in the city of Louisville by the Illinois Central Railroad Company .....	187
RAILROAD TRACKS—Right to construct by Louisville and Jeffersonville Bridge Company on certain streets .....	189
RAILROADS—GRANTING RIGHT TO CONSTRUCT SWITCHES, TRACKS, ETC.—	
To the Louisville and Nashville Railroad Company in and across Eleventh street, between Maple and Lexington streets .....	191
To the Southern Railway in Kentucky on Floyd street, extending into the property of the John T. Rabbeth Milling Company .....	192
Consenting to the sale of a tract of land at the southwest corner of Third and K streets, in the city of Louisville, Ky., authorizing the relinquishment of any interest of the city of Louisville in said land .....	194
To the Illinois Central Railroad Company in Wilson avenue .....	194
To the Kentucky Refining Company on Knapp street, extending into the property of the Kentucky Refining Company .....	196
To the Louisville and Nashville Railroad Company, in and across L street, between Third street and the right of way of said railroad company .....	197
To the Louisville Lead and Color Company across Duncan street, sixty feet, more or less, east of Fifteenth street, extending into the property of the Louisville Lead and Color Company .....	198
To S. Weber & Son from Water street and across Preston street .....	200
To the Louisville and Nashville Railroad Company .....	201
To the Louisville and Nashville Railroad Company a drill track on Knapp street, between Preston and Hancock streets .....	202
To the Louisville and Jeffersonville Bridge Company in Washington street .....	204
To the Louisville and Nashville Railroad Company across Franklin street .....	205
To the Kentucky and Indiana Bridge and Railroad Company, across Thirty-first street, between Magazine and Elliott avenue .....	206

RAILROADS—Continued.

PAGE

To F. F. Myer, Harrison Bridges and Vernon Wolfe, doing business as Myer, Bridges & Co., in and across Magnolia avenue from Twenty-first street to Twentieth street, and extending into the property of said Myer, Bridges & Co. ....	207
To the Louisville and Nashville Railroad Company, from a point in Knapp street, along said street, and in a portion of Jackson street, through the property of the Gernert Bros. Lumber Co. ....	209
To the Southern Railway Company, in Kentucky, across Sixth street, Mix avenue, Davies avenue, Jarvis avenue, and alleys intervening. .	210
To the Hope Worsted Mills across the alley running east and west, between Kentucky and St. Catherine streets, and being between Swan and Logan streets. ....	212

SIDEWALKS—REDUCING WIDTH OF—

Sidewalk on the north side of Bloom avenue (or B street), between Third and Fourth streets. ....	214
Sidewalks of the alley running through the square bounded by Portland avenue on the south, Montgomery street on the north, Twenty-ninth street on the east, and Thirtieth street on the west. ....	215
Sidewalks on Twenty-fourth street, between Bank street and Portland avenue. ....	215

SIDEWALKS—IMPROVEMENT OF.

Unpaved portions of the sidewalk on the westerly side of Cooper street, between Payne street and Rogers street. ....	213
Portion of the sidewalk on both sides of Center street, between the south curb line of Green street and the north property line of Walnut street. ....	216
Unpaved portions of the sidewalk on the westerly side of Cooper street, between Payne street and Hull street. ....	217
Portion of the sidewalk on the north side of Grayson street, between Ninth street and a line 207 feet west of and parallel to Ninth street. ....	217
Portion of the sidewalk on the north side of Grayson street, between Tenth and Eleventh streets. ....	217
Portion of the sidewalk on the north side of Grayson street, between Sixth street and Seventh street. ....	218
Portion of the sidewalk on the south side of Grayson street, between Sixth street and Seventh street. ....	218
Portion of the sidewalk on the north side of Grayson street, between Seventh street and Eighth street. ....	219
Portion of the sidewalk on the north side of Grayson street, between Eighth street and Ninth street. ....	219
Portion of the sidewalk on the south side of Grayson street, between Ninth street and a line 119 feet and 2 inches east of and parallel to Ninth street. ....	220
Unpaved portions of the sidewalk on the north side of Kentucky street, between Seventh street and Eighth street. ....	220
Portion of the sidewalk on the north side of Market street, between Sixteenth street and Seventeenth street. ....	221

## SIDEWALKS—Continued.

	PAGE
Portion of the sidewalk on the north side of Market street, between Seventeenth street and Eighteenth street.....	221
Portion of the sidewalk on the west side of Fourth street, between a line 27 feet south of and parallel to Walnut street and a line 216 feet south of and parallel to Walnut street.....	222
Portion of the sidewalk on the south side of Grayson street, between Thirteenth street and Fourteenth street.....	222
Unpaved portions of the sidewalk on both sides of Cooper street, between Hamilton avenue and Hull street.....	222
Unpaved portions of the sidewalk on the north side of Hull street, between Baxter avenue and Cooper street.....	223
Unpaved portions of the sidewalk on both sides of Greenwood avenue, between Twenty-eighth street and Thirtieth street.....	223
Unpaved portions of the sidewalk on both sides of Catalpa street, between Woodland avenue and Gibson lane or avenue.....	224
Portion of the sidewalk on both sides of Fifteenth street, between Market street and Jefferson street.....	224
Portion of the sidewalk on both sides of Third street, between Green street and Walnut street.....	225
Portion of the sidewalk on both sides of Third street, between Walnut street and Chestnut street.....	225
Portion of the sidewalk on the east side of Third street, between Broadway and York street.....	226
Portion of the sidewalk on the west side of Third street, between the south curb line of Breckinridge street and a line 350 feet south of and parallel to Breckinridge street.....	226
Portion of the sidewalk on both sides of Third street, between Chestnut street and Broadway.....	227
Portion of the sidewalk on both sides of Third street, between York street and Breckinridge street.....	227
Portion of the sidewalk on the west side of Third street, between a line 370 feet south of and parallel to Breckinridge street and the north curb line of Kentucky street.....	228
Portion of the sidewalk on the east side of Third street, between the south curb line of Breckinridge street and a line 550 feet south of and parallel to Breckinridge street.....	228
Portion of the sidewalk on the east line of Third street, between a line 550 feet south of and parallel to Breckinridge street and the north curb line of Kentucky street.....	229
Portion of the sidewalk on the south side of Chestnut street, between Sixth street and Seventh street.....	229
Portion of the sidewalk on the south side of Chestnut street, between Seventh street and Eighth street.....	230
Portion of the sidewalk on the north side of Market street, between Fifteenth street and Sixteenth street.....	230
Portion of the sidewalk on the south side of the alley known as Eddy street, from Sixteenth street to Seventeenth street and between Grayson and Walnut streets.....	231



SIDEWALKS—Continued.

	PAGE
Portion of the sidewalk on the west side of Twenty-first street, between the south curb line of Madison street and the north curb line of the first alley south of Madison street.....	231
Portion of the sidewalk on both sides of the alley known as Pirtle street, between Main street and Market street, from Nineteenth street to Twentieth street.....	232
Portion of the sidewalk on the east side of Ninth street, between Main street and Market street.....	232
Unpaved portions of the sidewalk on both sides of Oldham street, between Eighth street and Nashville avenue.....	232
Unpaved portions of the sidewalk on the east side of Twenty-eighth street, between Garland and Greenwood avenues.....	233
Unpaved portions of the sidewalk on the north side of Slevin street, between Twenty-sixth and Twenty-eighth streets, and on the south side of Slevin street, between Twenty-sixth street and the center line of Twenty-eighth street extended.....	233
Portion of the sidewalk on the west side of Seventh street, between Congress street, or alley, and Market street.....	234
Unpaved portions of the sidewalks on the north side of Garland avenue, between Twentieth and Twenty-first streets.....	234
Unpaved portions of the sidewalk on the northwest side of Rufer avenue, between Castlewood avenue and the first alley southwest of Von Borries avenue.....	235
Unpaved portions of the sidewalk on the southeast side of Rufer avenue, between Castlewood avenue and Von Borries avenue.....	235
Portion of the sidewalk on the east side of Preston street, between Laurel street and Rose Lane.....	236
Portion of the sidewalk on the south side of St. Catherine street, between Floyd street and the first alley east of Brook street.....	236
Portion of the sidewalk on the north side of Madison street, between Hancock street and Clay street.....	237
Portion of the sidewalk on the north side of Walnut street, between Jackson street and Hancock street.....	237
Unpaved portions of the sidewalk on the east side of First street, between Avery and Brandeis avenues.....	237
Portion of the sidewalk on the east side of Clay street, between Chestnut street and the first alley south of Gray street.....	238
Portion of the sidewalk on both sides of Clay street, between Madison street and Chestnut street.....	238
Portion of the sidewalk on the north side of Main street, between Shelby street and Campbell street.....	239
Portion of the sidewalk on the south side of Main street, between Preston street and Jackson street.....	239
Unpaved portions of the sidewalk on the west side of Twenty-eighth street, between Chestnut street and the first alley south of Chestnut street.....	240
Unpaved portions of the sidewalk on the south side of Frankfort avenue, between Cavewood avenue and Raymond avenue.....	240

SIDEWALKS—Continued.	PAGE
Unpaved portions of the sidewalk on the south side of Frankfort avenue, between Peterson and Park avenues, . . . . .	241
Unpaved portions of the sidewalk on the east side of Cypress street, between Virginia and Woodland avenues. . . . .	241
Unpaved portions of the sidewalk on the west side of Cypress street, between Virginia and Woodland avenues. . . . .	242
Portion of the sidewalk on the east side of Eleventh street, between Congress street or alley and Market street. . . . .	242
Portion of the sidewalk on both sides of Twelfth street, between Madison and Chestnut streets. . . . .	243
Portion of the sidewalk on the west side of Fifteenth street, between Prentice street and the first alley south of Kentucky street. . . . .	243
Unpaved portions of the sidewalk on the north side of Barbee avenue, between Second street and Shipp avenue, and on the northeast side of Shipp avenue, between Barbee avenue and the first alley west of Second street. . . . .	243
Portion of the sidewalk on the east side of Shelby street, between a line eighty-one feet north of Milton street and the first alley north of Milton street. . . . .	244
Portion of the sidewalk on the north side of Breckinridge street, between Preston street and the first alley west of Preston street, and between a line 32½ feet west of and parallel to the first alley west of Preston street and Floyd street. . . . .	244
Portion of the sidewalk on the north side of Breckinridge street, between Jackson street and the second alley west of Jackson street. . . . .	245
Unpaved portions of the sidewalk on the west side of Twenty-fourth street, between Magazine street and Elliott avenue. . . . .	245
Unpaved portions of the sidewalk on the northeast side of Castlewood avenue, between Winter and Rufer avenues. . . . .	246
Unpaved portions of the sidewalk on the northeast side of Baxter avenue, between Finzer or Park avenue and Longest avenue. . . . .	246
Unpaved portions of the sidewalk on the southwest side of Baxter avenue, between Von Borries and Transit avenues. . . . .	247
Unpaved portions of the sidewalk on the southwest side of Baxter avenue, between Rosewood avenue and a line 366 feet southeast of Rosewood avenue . . . . .	247
Portion of the sidewalk on the west side of Campbell street, between Green street and the first alley north of Green street. . . . .	248
WELLS—TO CONSTRUCT—	
At or near the intersection of Twenty-eighth street and Cleveland avenue . . . . .	248
At or near a point in the south side of Jarvis avenue, midway between the Seventh street or Oakland Plank Road and Dubourg avenue extended. . . . .	249

















FAIRL